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THE IMPETUS TO TRAVEL QUICKENS. Currency restrictions are all but removed. The world is now linked by a huge network of airlines. Sea and rail travel, though slower, become increasingly more comfortable and, as most families nowadays own a car, travel is no longer restricted to the annual holiday. Finally, even walking has, of recent months, become a vogue.

During the past twenty-one years I have covered and re-covered in this column most corners of the British Isles, and in spite of all the talk of traffic jams, bottlenecks and lack of good hotel accommodation, I would emphasise—especially to potential overseas visitors to Britain—that, like the once erroneous reported death of Mark Twain, all these reports are grossly exaggerated. It is largely a question of knowing where and when and how to travel.

Clearly, if the private motorist ignores the moral persuasion of the Minister of Transport to keep out of what he designates London's Pink Zone, chaos is bound to arise in peak periods, so if you are planning to visit London in your own car there are two choices for you. Either stay in South Kensington, Holland Park, or further out at Hendon, Stanwell, near Staines, or in those dormitory areas of Kent and Surrey, such as Bromley, Kent; Weybridge and Warlingham, in Surrey. The other alternative for that percentage of London visitors who would prefer to stay in the heart of the West End, or on the fringe of the City, is for them to leave their cars at a garage on the outskirts of London—conveniently near to Underground and suburban trains—and complete the remainder of the journey by rail.

The following hotels all fit well into these trends of thought:

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ST. GEORGE'S HOTEL, 43, HOLLAND PARK, W.11.—A small but most satisfying hotel personally owned and run by Mr. and Mrs. K. A. Fakdis. Tel.: Park 2691.

HENDON HALL HOTEL, HENDON, N.W.4.—About half an hour from the City or West End, and a surprising change after the roar of London streets. Part of the hotel was once the home of David Garrick. Tel.: Sunnyhill 3341.

STANWELL HALL HOTEL, STANWELL.—Sixteen miles out of London and four miles from London Airport. Good train and Green Line bus service into London. Tel.: Ashford (Middlesex) 2292.

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Leaving thoughts of London for the country, I am often asked what is the best time of year to tour Britain. In general, one might safely reply "any time from May 1 to the end of October, excluding that school holiday period—viz., the last week of July to the second week of September." Of recent years early and late holidays have become increasingly popular, so if I were asked for the least congested period, I would say (though it may seem surprising) the first three weeks in July. Take, for example, Bournemouth and Torquay—both popular seaside resorts—where the period up to, say, July 23 is often the calm before the storm of schoolchildren and the family holiday generally, whilst in May and June the larger hotels especially are mainly concerned with conferences.

I will end on this thought for prospective honeymooners—it will be a full moon on July 8.

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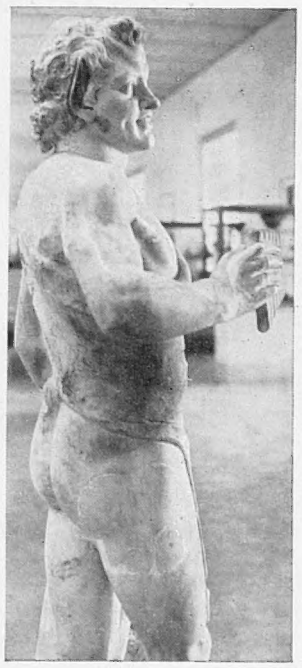

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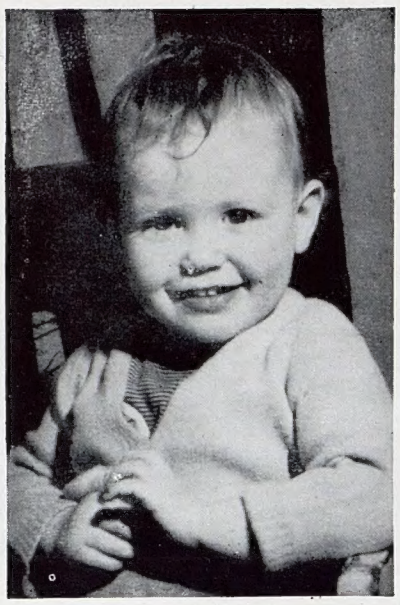

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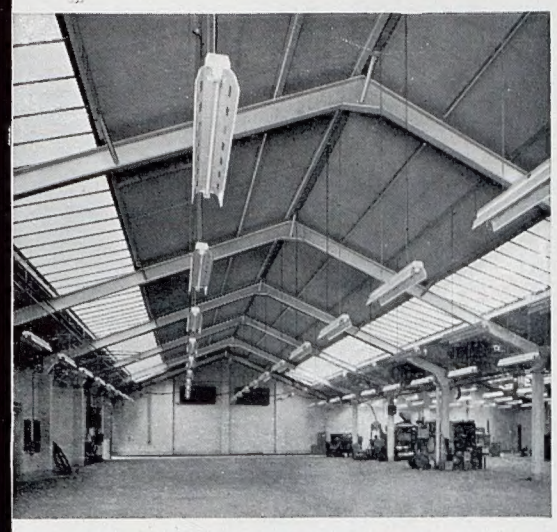

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Volume CCXL No. 3109

The SPHERE, London, January 2, 1960

The SPHERE

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ROYAL WEDDING IN TEHERAN—THE SHAH OF PERSIA AND HIS BRIDE: His Imperial Majesty Mohammed Riza Pahlavi and Queen Farah Pahlavi, formerly Miss Farah Diba, arrive at the Gulistan Palace for the reception for more than 1,000 guests. Their marriage earlier in the day had taken place at a short ceremony in the Hall of Mirrors of the Imperial Marble Palace—a building which is only used for ceremonial occasions. The service was conducted by the Imam of Teheran. Queen Farah is the Shah's third wife.

Cheering crowds greeted twenty-one-year-old Miss Farah Diba as she drove through the streets of Teheran from her home in the suburbs to the Imperial Marble Palace for her marriage with the Shah. Inside the Palace, in the glittering Hall of Mirrors, the short service took place in the presence of only a comparatively few people, although many others were assembled in an adjoining room. The service followed the pattern for a Muslim wedding, with the Shah and his bride repeating lines from the Koran, and the bride traditionally withholding her consent to the marriage until the question had been put to her for the third time. Displayed in the presence of the Royal couple were various symbols to denote wealth and blessing. After the service, the entry of marriage in the register was witnessed by the Prime Minister and the Speaker of the Senate. Queen Farah, in her wedding gown of pearl-grey princess satin with a train from her shoulders, was attended by eight bridesmaids and two pages. The banquet and reception were not held until several hours later. Among the many gifts received by the Shah and his bride were those from the Queen and the Duke of Edinburgh; the Queen Mother, and President Eisenhower. The Queen and the Duke also sent a message of good wishes. (Further pictures of the royal wedding are on pages 10-11.)

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A London Newslett

OFF TO SANDRINGHAM FOR THE CHRISTMAS HOLIDAY: The Queen is welcomed at Liverpool Street by the Statio Mr. W. Burton, as she joins the Royal train for the journey to Norfolk. The Duke of Edinburgh, the Princ and Princess Anne have preceded the Queen from the car. Standing at the side of the Queen is Mr. H. C General Manager, Eastern Region, and talking with Prince Charles is the Assistant General Manager, Mr. S. According to arrangements announced before Christmas, the Queen is expected to return to London later t

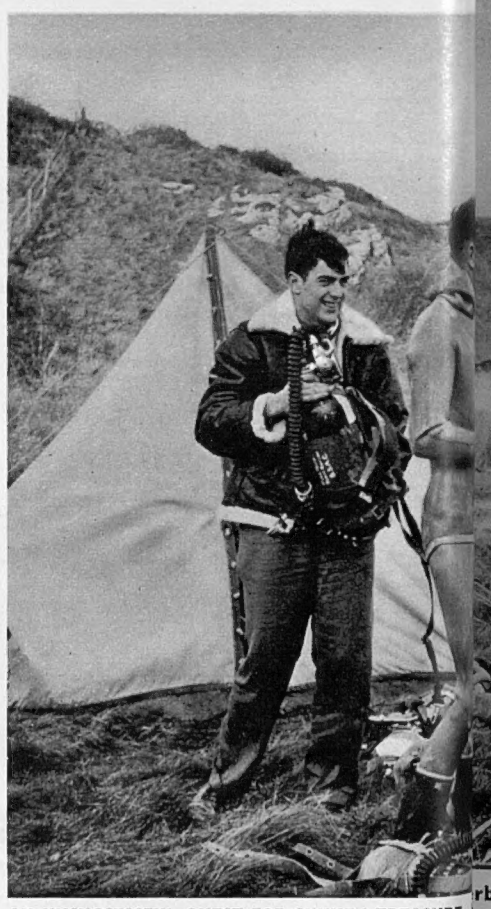
New Year of Fulfilment—A happy and prosperous New Year to all readers. The belief that it will be prosperous was fortified by victorious Ministers during and after the General Election: 1959 was the year of promise; 1960 is to be the year of fulfilment. They told us, too, that we never had it so good as in 1959, and certainly there was plenty of evidence that a majority had a good helping on their plates and were asking for more. There is always a minority which is fobbed off with the scrag-ends, and it is better entitled to clamour for more. But if no political or economic crisis blows up suddenly in 1960, no doubt the prospects are rosy enough. It is not only Nature that requires that mankind must pay for its fun. One of the most tempestuous autumns succeeded our glorious summer, bringing death and destruction on our coasts and half a year's normal rainfall followed the September drought in a matter of eleven weeks. The unruly wills and affections of sinful men often exact the same penalty on humanity, and pretty suddenly, too. And if some economic breeze springs up, we must remember that many of those who never had it so good in 1959 are living on credit while enjoying their latest playthings and gadgets. But in the international field, certainly, a little harmony is creeping in and it may survive 1960; while newly-enfranchised nations are experimenting with their freedoms, they may delay to ask for more, and it even looks as if the older-established nations have grown weary of eternal quarrelling. So perhaps, with a little bit of luck, we shall have it as good (or better) as in 1959. Science, we may be sure, will (if we can still buy or borrow its gifts) relieve us still more of the strain of thinking for ourselves and finding happiness and recreation within ourselves by natural means.

Events of 1959—I chiefly remember 1959 for the extraordinary activity of sovereigns and world statesmen in the exchange of visits. The highlights—apart from the Queen's programme, curtailed by the promise of a "happy event" soon to be—were Mr. Macmillan's visit to Russia and Mr. Khrushchev's to America. Mr. Khrushchev indeed qualified as globe-trotter No. 1 until at the end of the year President Eisenhower heroically and successfully challenged his record. The year was also remarkable for travel by robots, dogs and monkeys, and the moon was "at home" to visitors. It was the year of the Lunik, and a year of lunatic strikes. That glorious summer tended to blot out our interest in anything more important than skin-tanning, though it brought home to us the gravity of the traffic problem, and saw the opening of our first autobahn. We resumed the duties of citizenship when a very civilised election campaign broke all party-political records and returned the Tories for yet another term with a handsome majority. Then, as I have said elsewhere, we began to pay for our fun and refill our wells. The year of the great drought and grand summer, all through its course, brought flood and gale disasters all over the world beyond normal expectations, and these may have helped to stir our conscience in practical form to the plight of the world's refugees. By and large, it was a *good* year, as good as any we have known since the World Wars. That is a thing to be thankful for. May 1960 prove as good.

A London Child—The announcement that the Queen's expected child would be born in London was not unexpected. Prince Charles was born at Buckingham Palace and Princess Anne at Clarence House. I fancy that in modern times a majority of those who in due course became the children of reigning sovereigns were born in the country. George V was born at Marlborough House, but most of his children were born at the Cottage, Sandringham, only the eldest (Duke of Windsor) being born at White Lodge, perhaps within sound of Bow Bells. The Queen was born at 17, Bruton Street; Princess Margaret at Glamis. When after the death of the Duke of Clarence, the conferment of a Dukedom on Prince George (George V) was considered in 1892, Queen Victoria's preference was for a new title, Duke of London. The Queen greatly disliked the title Duke of York, but she reluctantly gave way and the Birthday Honours List of that year conferred on him the title of Duke of York, Earl of Inverness and Baron Killarney. The Queen's objection to York and suggestion of London were known to few people at the time, and not generally known until, decades afterwards, King George V related it to his second son, King George VI, who passed it on to me when I was writing the personal memoir of his father. Perhaps the appropriateness of Duke of London may have been suggested to Queen Victoria by the fact of her grandson's birth in London, and twenty years hence, in certain circumstances, Queen Victoria's suggestion might come to be mooted again. I never understood the objection of the Court's advisers to a Royal title taken from the capital.

Exploratory—Soon after they have recovered from their Christmas holidays, a number of eminent men will forsake some of their normal occupations to examine and report on pressing problems that arise concerning familiar institutions in our land, such as noise, subpœna practice, police, prisons, building plans, telephone tapping, and so on, and newer institutions in the Commonwealth. Such inquiries are very necessary. No Government can act without treading on some angry people's toes. The chairmen of these Commissions are usually chosen from a small, select body, and their experience grows by practice. Time was when Sir Ernest Gowers was a first choice. Now perhaps Sir Henry Willink heads the list. They all work with immense care and thoroughness, some faster than others, and their recommendations are models of style, pith and relevance. Sometimes these recommendations are rejected or totally forgotten; sometimes they are remembered and taken down and dusted and even implemented in parts a decade after they were submitted. Thus, Sir Henry's recommendations on Betting and Gaming were published in 1951. They have just lately been pulled out and, so far as still in point, implemented. The mills of Government grind slowly. Nothing turns the sails but a tardy public tornado whipped up by a chance "scandal." As long as the breeze of criticism is no more than "Force 4," the millers are content to sleep under silent sails. But they wake up at "Force 8" and realise that the sweeps must turn again. Some liken these Commissions of Inquiry to an umbrella put up by governments against a sudden storm. The umbrella can usually be depended on to give them a couple of years' protection before they need do anything; and then perhaps the public will have forgotten or the situation be so changed as to justify a new commission. Governments are past-masters at exploring avenues, though it costs time, money and dislocation of routine work to leave no stone unturned.

Dartmoor—I only once drove across Dartmoor and that was on a glorious autumn day in 1959. In that or the previous year (it was said by Lord Stonham in the Lords) 96.7 ins. of rain fell on the moor, and if the old prison at Princetown did not that day look quite like "a land-locked Devil's Island," surrounded, as it was by sun-bathers, with its car traffic reduced to a crawl, yet I can imagine that for 300 days every year that grim description is not wide of the mark. Its nearest civilisation is about seven miles distant across moorland famous for its fog, and Princetown has little to offer local employment for the families of the residents and prison staff. The nearest chemist, the first dentist, are seven miles away. Mr. Butler has decided on a public inquiry into the question of building a new prison near this condemned site as proposed by the Prison Commissioners. The meeting at Princetown on December 10, to which I referred at the time, brought out all these objections and not even the Commissioners' representative pooh-poohed them. Other interested bodies represented found themselves overwhelmingly against the proposal. The auth doubt take into consideration the very expensiv programme round the prison completed in the la For the Dartmoor National Parks Comm A. Slesser gave an utterly different picture. The i of Princetown and neighbourhood were *unani* favour of the new prison being on Dartmoor. they would face "economic ruin." How Pilate: What is truth? If the public inquiry the project, then will arise the question of a s



AN UNSUCCESSFUL QUEST FOR SUNKEN TREASURE: Clubs prepare their equipment before diving Moelfre, Anglesey. In 1859 the *Royal Charter* of 400 lives. It is estimated that there wa of 20 to 30 ft. All that remained were two

YAL FAMILY AT LIVERPOOL STREET STATION: *Left*—The Duke of Edinburgh and the Royal children are leaving their car after driving from Buckingham Palace. *Right*—The Queen ther and Princess Margaret are welcomed by the station officials. Before leaving London the Queen recorded her Christmas message to the Commonwealth, which was oadcast on Christmas morning instead of the afternoon, as in previous years. At Sandringham, the other members of the Royal party included the Duke and Duchess of oucester with their children, and the Duchess of Kent with her children. Both the Duchess of Gloucester and Princess Alexandra of Kent celebrated their thdays on Christmas Day. When the Queen returns to London for the birth of her third child she will be attended during her confinement by Sister Helen Rowe.

ison much closer to civilisation, and civilisation will rry to offer choice sites. The business of the open at Ford suggests that a new "Dartmoor" elsewhere ove a camel to Ford's gnat.

ding Their Feet—It is futile to generalise the British character or to try to simplify it. Of ars we have been saying that the British public have en how to walk. Instead, they sit in or near their d never stray 40 yards from the high roads. And suddenly, at the end of 1959, walking became a craze with people in every "walk" of life. Most fashions nowadays are inspired by the absurd lure of breaking records, and no record stands for twenty-four hours. But the lunatic chase after records certainly enables us to surpass our ancestors in prowess. A Miss J. Deans walked from Edinburgh to London "to see the Queen" when Sir Walter Scott was young. We have his authority for the walk. Dr. Barbara Moore, a Russian-born woman of fifty-six, knocks *her* record for six. When I heard of her walking through Tow Law—an ugly town even on a fine day—sipping fruit-juice and wearing ballet shoes, *not* to save a sister but to break a record, I decided that to generalise about the British character is waste of time; and perhaps walking after records across England is no less and no more. If I generalise at all, it is to argue that we are all mad. On the other hand, there may be method in our madness. A day may soon come when all cars grind to a permanent halt on our main roads, and then Shanks' mare will be the only form of transport. Be prepared.

by branch of the British Association of Sub-Aqua g for treasure in a sunken ship from the rocks at ralian goldfields, was wrecked nearby with the loss ard. One of the divers found the wreckage at a depth spite intensive searching, nothing else was discovered.

Don't Shoot the Organist—Some of us may dislike several of the regular features of broadcasting and TV. We may find them noisy, vulgar, insipid, morally lowering or boring. Some of them, we may declare, have long out-stayed their welcome. But always, we must realise two things: We need not listen to them, and we are probably in a minority. If some feature goes grinding on week after week for a decade, that is proof that an important ratio of umpteen million listeners still enjoy it. By the way, I never understand how the B.B.C. authorities can estimate how many of their patrons listen to a given programme. How the devil do they know when I am listening or viewing and when I am not? Yet sometimes they supply these figures to a decimal point. Anyway, even minorities have their rights, and the right of criticism is one of them. But minorities must stop short at criticism. The Communists at Munich, I think, went too far when they tried to exterminate the entire staff of a radio station whose programmes they did not like. At least one should discriminate, if one decide to go beyond wordy criticism. Probably a big majority of every radio station staff is no more concerned with programmes than is an usherette in a cinema concerned with the film being shown. And if, for example, it should happen that the noises which week after week introduce another episode in the Phil Silvers Show drive you so demented that you contemplate murder, at least spare the innocent blower, if you cannot accept it that the organist is doing his best.

Old Favourites—The voice of Jenny Lind is a voice that is still. We cannot realise Ellen Terry's art save through the dim memories of old stagers. And what we read of Garrick and Siddons is no more convincing than records of Sydney Smith's wit. Science has changed all that. We have faulty records of Caruso singing and admirable records of later great artistes, sound and visual. These changes have put actors and singers on a parity with painters, musicians and authors. Their work now can live after them and they can be compared in merit with the living artistes. And that perhaps is why the cinema public, a falling population, is demanding and acclaiming old films—hitherto regarded as museum pieces. Perhaps the modern producers have thought more about spending money on giant productions and less about merit in acting, and the cinema public is turning with relief to Chaplin and Garbo. I shall never see again John Hare in *A Pair of Spectacles*, but I might one day enjoy again the art of the great days and the pioneers of the film.

Unsponsored Tercentenary—Although Mr. Macmillan, with arguments not regarded as convincing by some, has turned down the proposal for a national commemoration of the Restoration of the Monarchy on May 29, 1660, I have little doubt that there will be all kinds of local celebrations of that vital date in history—by monarchist leagues and Stuart societies and by parish councils or ambitious mayors who hold sway over territories which possess a wall plaque titled "Charles II slept here" or a legendary tree or hidey-hole which concealed him from his crop-headed pursuers. After all, his restoration meant a lot to the institution of Parliament, and time was when the bishops enjoined us to remember that day in our prayers and worship. Perhaps Mr. Macmillan felt that nowadays too much publicity searchlights the Monarchy or that the Monarchy is too impregnably established to need more expenditure on bunting and fireworks. Or perhaps he felt that in our present age of godliness, morality and *Lolita*, it would be undesirable for a Tory Government to encourage the memory of a licentious court. Be his reasons what they may, Fleet Street means to back the sporadic celebrations, and already journalists who look ahead are poring over the history-books and recalling romantic school memories of White ladies and Boscobel and Jane Lane, poor Nelly and the rest of the pretties, and all that was exciting and scandalous in the life of that "tall man, above two yards high, his hair near to black," as he was described when the hunt was up after Worcester field. Small wonder if his memory is an unconscionable time a-dying. Our Premier will not kill it.

THE OLD STAGER

PERSIA'S ROYAL WEDDI

Spectacular Scenes in the Hall of Mirrors and in the Gulistan Palace

THE BRIDE SETS OUT FOR HER WEDDING: The former Miss Farah Diba walks from her uncle's home in the suburbs of Darus to drive in procession to the Imperial Marble Palace. The Koran is held over her head by her mother. On the left is Queen Farah's uncle, Mohammed Ali Ghotbi.

WITH HER ATTENDANTS: Pr
a small boy scattering fl
fore her, the bride climbs
leading to the Hall of Mirr
Imperial Marble Palace in
She is accompanied by
bridesmaids and two page
had also been scattered in h
the drive from her uncle's h
carriage, in which she drov
Shah's daughter, Princess Sh
escorted through the crowde
Imperial Lancers. With he
dress and long veil, the bri
diamond and pearl-encrusted
mond ear-rings and diamon

On left—

THE ROYAL BRIDE AND BRIDO
The Shah and his Queen Qu
shortly after the brief on
ceremony in the glitterin
Mirrors. The Shah is we
blue uniform of a Comm
Chief. Queen Farah, a fo
student, is the Shah's th
After the wedding there was
procession. Immediately fo
ceremony and the signing of t
the Shah and his bride re
guests and then listened t
from court chamberlains and f
retiring to their home. In t
they attended the banquet
tion. On display in the Imp
were the gifts received f
Heads of State. The Quee
Duke of Edinburgh had se
teenth-century gilded vase;
Mother a gold and silver set
Eisenhower a gilded bowl, an
de Gaulle a crystal
Khrushchev's present was
marble box. The short Ro
moon was being spent at
estate by the Caspi

THE CEREMONY: The Shah and Queen Farah sit with their attendants, relatives and guests after the ceremony. Each guest received a gold coin as a souvenir.

OD OMEN: On her wedding day, Queen Farah, the new Queen of Persia, releases birds from a cage as an omen of happiness throughout her married life.

THE WEDDING BANQUET: The Shah and his Queen preside at dinner in the Gulistan Palace, which contains the famous Peacock Throne. After the banquet came the reception for more than 1,000 guests. *On left*—The smiling bride turns to glance over her shoulder as she arrives at the Palace for the banquet.

ENTERTAINMENT AT THE ROYAL PALACE IN THE CAPITAL OF SPAIN: Sitting between President Eisenhower and General Franco is Señora Franco. Second from left is the Marquesa de Villaverde, daughter of the Caudillo, and at right is Mrs. John D. Cabot Lodge, wife of the United States Ambassador in Madrid. They were listening to a brief concert given by a quintet playing the famous Stradivarii from the treasures of the Royal Palace. Mr. Eisenhower's visit to Spain was notable for being the first occasion a leader of a major Western Power had conferred with General Franco since his assumption of power at the end of the Civil War twenty years ago. Madrid was the penultimate stop in the U.S. President's world tour before his return home.

MR. EISENHOWER IN MADRID

The Last Stages of His 22,000-Mile World Tour

GALA BANQUET: President Eisenhower takes coffee as he talks through an interpreter with General Franco. The gala banquet was held in the Long Room at the Royal Palace. Next day the two Heads of State had a "working breakfast" together.

WELCOME TO SPAIN: *On left*—General Franco addresses Mr. Eisenhower on his arrival at Torrejon Airfield, near Madrid. *On right*—They greet each other in a cordial embrace. The American President had flown from Paris after attending the Western pre-Summit Conference. From Madrid he went to Morocco and then flew home to Washington.

THE NEWS IN PICTURES

TRIAL IN BAGDAD: Inside the People's Court can be seen the various officials and the President, Colonel Fadhel Abbas Mahdawi (centre). On trial in the court are fifty-seven people accused of complicity in the plot to assassinate General Kassem, the Iraqi Prime Minister. The military prosecutor, Colonel Majed Mohammed Amin, demanded the death penalty for all the accused, except four. According to the prosecution, President Nasser of the U.A.R. approved the assassination plan and promised full assistance. It was alleged that the decision to kill General Kassem was made by the Ba'ath Party in mid-April of last year, and from May men underwent training in Bagdad in the handling of guns and grenades under experts from Damascus. The plotters opened fire from three sides, killing the Prime Minister's driver, and wounding General Kassem, his aide-de-camp and seven bystanders.

IN PRISON IN EGYPT: Mr. James Zarb (centre), serving a ten-year sentence in Toureh Prison, in Cairo, talks to Brigadier-General El Amid Dessouki el Bishlawi (left), Director of the prison, and Mr. C. S. Palmer, British Consul in Cairo. Mr. Palmer visited the prison on Christmas Eve to deliver gifts sent to Mr. Zarb. In June 1957 Mr. Zarb was sentenced with Mr. James Swinburn on a charge of being implicated in a British spy ring. The latter, who was serving a five-year sentence in the same prison in Cairo, was released last year under an amnesty pardoning prisoners who had served half their sentences.

On left—

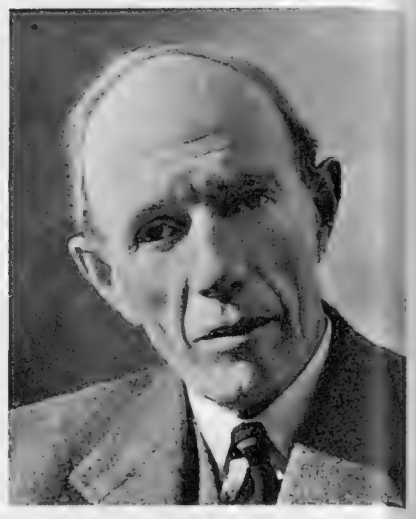
A CHANGE OF COMMANDERS IN THE GAZA STRIP: Major-General E. L. M. Burns (left), of the Canadian Army, Commander of the United Nations Emergency Force in Gaza, since the Anglo-French withdrawal in December, 1956, talks with Major-General Premsing Gyani, of the Indian Army, who took over the command this week.

AN ANNIVERSARY PARADE IN PORT SAID: Standing in an open car, President Nasser acknowledges the cheers of the crowds lining the street. The President of the United Arab Republic was taking part in a military march-past at Port Said to mark the third anniversary of the Anglo-French withdrawal from Egypt after the Suez intervention in 1956. In a speech commemorating the events, President Nasser gave his own version of the Suez Campaign. He said, later in the address, that the U.A.R. was "ready to forget the past" in its relations with Britain and "to start a new age built on the basis of equality."

A WORLD BANK LOAN FOR THE SUEZ CANAL: Dr. Mostafa Kamel (left), Ambassador of the United Arab Republic in the United States, Mr. Eugene Black (centre), President of the World Bank, and Colonel Mahmoud Younis, Chairman of the Board and Managing Director of the Suez Canal Authority, sign the agreement in Washington. Worth over £20,000,000, the loan will enable the canal to be deepened, widened and generally improved by 1961. Ships of 46,000 tons d.w. will be able to use the canal. Discussion of the loan had been in progress for eight or nine months.

THE NEWS IN PICTURES

On right—
MR. MACMILLAN AT SHAPE: He arrives at the Supreme Headquarters Allied Forces Europe, outside Paris. The Prime Minister made this visit shortly before Christmas at the conclusion of the conference of the Western Powers on their Summit policy, in Paris. On his return to London on the same day he summed up the results of the meetings as "pretty good." The conference was generally regarded as a success for Mr. Macmillan because the other Western leaders accepted his views on the advisability of a series of Summits. By Christmas Day it was known that Mr. Khrushchev had agreed to the Western proposals except for the suggested date, April 27. It was expected that a date in May would be agreed. Mr. Macmillan's first major engagement this year is his tour of Africa. He leaves for Accra on Jan. 5, and arrives home on Feb. 15.



THE DEATH OF LORD HALIFAX: The Earl of Halifax died on December 23, aged seventy-eight. He was M.P. for Ripon from 1910 to 1925 and first held Ministerial office in 1916. Ten years later, as Lord Irwin, he began his notable tenure as Viceroy of India. On his return to Britain in 1931 he was soon a member of the Cabinet and was Foreign Secretary during the years 1938 to 1940. For the rest of the war he was Ambassador to the U.S.

THE DESECRATION OF A SYNAGOGUE IN WEST GERMANY: Swastikas have been daubed on the doorway of the building in Cologne and on the left wall the words "Jews Get Out" have been painted. The desecration of the Synagogue occurred on Christmas Eve and aroused widespread indignation throughout West Germany, Dr. Adenauer being among those sending messages of sympathy to the Jewish community over "this outrageous act." Within 24 hours two twenty-five-year-old men had been arrested. Both were alleged to be members of the extreme right-wing Deutsche Reichspartei.

A NON-STARTER IN THE U.S. PRESIDENTIAL ELECTION STAKES: Mr. Nelson Rockefeller, the Governor of New York, reads important news about himself as he drives through Philadelphia. With him is his son, Steven. Just previously Governor Rockefeller had caused surprise by stating he would not stand for the Republican candidature for this year's Presidential election. Vice-President Nixon immediately became favourite Republican candidate.

PRESIDENT EISENHOWER IN MOROCCO: Mr. Eisenhower stands in the back of the car on his way from the airport to Casablanca. On his arrival from Madrid for a stay of only a few hours, he experienced one of the most colourful and warm welcomes of his 22,000-mile goodwill tour of eleven nations. He was greeted by King Mohammed in a brief, simple speech. A statement issued after talks between the two leaders said that preliminary measures for the departure of U.S. forces from Morocco would begin "in the immediate future" so that all troops would be withdrawn by the end of 1963. Steps are being taken to hand back the airfield of Ben Slimane by March 31 this year.

HOME IN TIME FOR CHRISTMAS: At the airfield near Washington Mr. Eisenhower is with his wife, his son and daughter-in-law. On reaching the White House shortly after midnight, he was welcomed in Lafayette Square by a crowd of some 4,000 who had braved the bitterly cold weather. In a Christmas broadcast Mr. Eisenhower devoted much of his time to a plea for aid for under-developed countries.

THE NEWS IN PICTURES

AN AFRICAN LEADER TRIUMPHANT: In Dar-es-Salaam, Mr. Julius Nyerere, the leader of the Tanganyika African National Union, is chaired by his supporters on leaving Karimjee Hall, where the Tanganyika Legislative Council had just met. From a statement which was made to the Council by Sir Richard Turnbull, the Governor, it became clear that Tanganyika would shortly achieve a major step towards self-government.

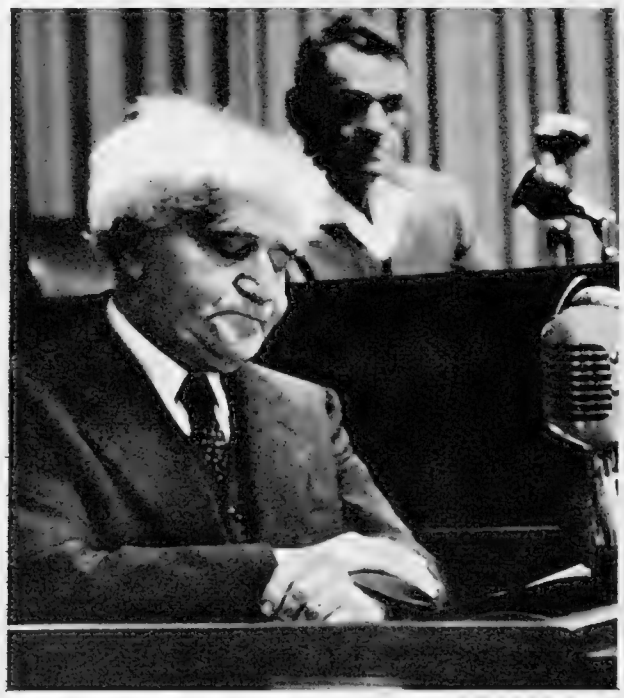
JOYFUL DEMONSTRATIONS: With a garland round his neck, Mr. Nyerere is surrounded by Tanganyikans as he rides in an open car through the streets of Dar-es-Salaam. According to Sir Richard Turnbull's statement, the elections next September will give Africans a big elected majority in the Council. There will also be a majority of elected Ministers in the new Government, co-operating with a minority of British officials, under the chairmanship of the Governor, who will have a veto. Under a new franchise, with modest educational or income qualifications, the number of African voters will be increased from the present figure of 60,000 to something between 500,000 and 1,000,000. In order to provide representation for the minority voters, there will be eleven Asian reserved seats and ten European reserved seats, with fifty "open" seats in the new Legislative Council. There seems to be little doubt that the Tanganyika African National Union will win the elections and that Mr. Nyerere will be in command.

UNREST IN THE BELGIAN CONGO: Near Luluaberg, two soldiers stand guard over a group of people arrested during inter-tribal rioting in the area. A further outbreak of lawlessness was also reported in the mandated territories of Ruanda-Urundi, at the same time as King Baudouin arrived in Stanleyville. He went to the Belgian Congo, with M. de Schrijver, Minister of the Congo, to observe the situation while local elections were in progress. There were demonstrations on his arrival.

THE COLONIAL SECRETARY IN AFRICA: Mr. Iain Macleod (left) is seen with his brother, Major Rhoderick Macleod, and the latter's wife and children. Mr. Macleod spent a short time at the home of his brother, near Nairobi, on his return from Dar-es-Salaam. During his stay in Nairobi, he heard the views of the two extremes of political thought in Kenya. A delegation from the United Party, the right-wing European organisation, put forward the view that a constitution similar to that proposed for Tanganyika would be totally unacceptable in Kenya. Later Mr. Macleod had a talk with thirteen out of the fourteen African elected members, led by Mr. Tom Mboya and Mr. Masinde Muliro, who is the President of the Kenya Nationalist Party.

THE NEW GOVERNOR OF SOUTHERN RHODESIA: Mr. Humphrey V. Gibbs poses with his wife and two sons in the grounds of his farm at Redbank, near Bulawayo. Officially taking up his position as Governor of Southern Rhodesia yesterday (January 1), Mr. Gibbs succeeds Vice-Admiral Sir Peveril William-Powlett. The appointment was announced by the Commonwealth Relations Office in July last year. The new Governor, who is the third son of the first Lord Hunsdon, has lived in Southern Rhodesia since 1928. He has taken a prominent part in the country's farming, business and political life. He was formerly a United Party Member of Parliament for Wankie, in the Southern Rhodesia Legislature, and Chairman of the Natural Resources Board. For six years Mr. Gibbs edited a Rhodesian agricultural journal which later became the mouthpiece of the Rhodesian National Farmers' Union.

THE NEWS IN PICTURES



THE NEW ISRAELI GOVERNMENT: *Left*—Mr. David Ben Gurion, the Israeli Prime Minister and Minister of Defence, sits before microphones in the Knesset, in Jerusalem. He was announcing to Parliament the coalition which makes up the new Government. *Right*—In the foreground is the Ministers' table in the Knesset. From the left are: Moshe Dayan (Minister of Agriculture); Abba Eban (Minister without Portfolio); Levi Eshkol (Finance); Pinhas Sapir (Trade and Industry); Pinhas Rosen (Justice); Mordecai Bentov (Development); and Israel Barzilai (Health). The coalition consists of the same five parties as formed the Government after the previous elections in 1955—Mapai, Mr. Ben Gurion's own Labour Party; those to his left, Ahdut Avodah and Mapam; the National Religious Party; and the Progressives. They hold 86 of the 120 seats in the Knesset. Should any one of these parties withdraw from the coalition there would be no Government crisis as in the past, since the majority would still be preserved. There are few changes of policy in the principles which the parties have agreed to follow

ADRIFT ALONE FOR ALMOST 24 HOURS: *Left* is the 20-ft.-long crab-boat in which a single fisherman, Belgian-born Mr. Doratt Erasmus, drifted off the coast of Devon for almost 24 hours. *Right* is the Torbay lifeboat which rescued the fisherman. Mr. Erasmus, who lives in Brixham, got into difficulties just before dark on Saturday night of the week-end before last when the engine of his motor-boat broke down and he began to drift out to sea. He had no distress flares with him and he drifted unnoticed. During the night the tide swept the boat close to land five times, but not close enough for Mr. Erasmus to beach the boat. He erected a sail made out of old canvas but it would not get the boat to land. A combined air and sea search was undertaken and continued until the small boat was sighted on the Sunday afternoon by coastguards stationed at Exmouth. The Torbay lifeboat, which had been searching all night in heavy seas, was directed to the boat by a Shackleton aircraft from Northern Ireland. Mr. Erasmus, uninjured but suffering from shock and exposure, was taken off his crab-boat and landed at Brixham

BOUND FOR THE ANTARCTIC: The Danish Polar ship *Kista Dan* (1,239 tons) leaves her berth at Southampton at the start of her voyage to Antarctica. On board the vessel when she left England on December 18 were twenty-seven British scientists and technicians. The men, who will spend two years working in the Antarctic, will join another party of British scientists who left earlier last year in the British Polar ship *Shackleton*. During the Antarctic season the party is expected to reopen Stonington Island Base which was abandoned last March.

MORE SHIPPING CASUALTIES: After a collision with a French cargo vessel, there is a huge gash in the bows of the German freighter *Rügen*. Plates have been torn away revealing the interior of the forecastle. The collision took place during the week-end before last in bad weather in the sound outside Copenhagen. The French cargo vessel reported that she had sustained little damage and was able to continue her voyage unassisted. During the week-end shipping round the coasts of Britain had also been affected by bad weather. The British trawler, *Thomas L. Devlin*, holed and sinking fast, was abandoned and her crew of fifteen was picked up by lifeboat. Gales isolated lightships and Channel sailings were delayed.

World Affairs

INSIDE AND OUTSIDE THE PERIMETER

By JOHN CONNELL

BY now we have all had time, even in the midst of Christmas and post-Christmas preoccupations, to ponder the outcome and implications of the Western summit meeting in Paris nearly a fortnight ago. It was held in something of a scurry, at the climax—but not the finale—of President Eisenhower's round-the-world trip. The concluding communiqué, despite some rather heavily comic prophesying by Dr. Adenauer, was traditionally and austerely uncommunicative. But the joint and separate invitations to Mr. Khrushchev had been prepared and despatched, by the time the Western statesmen bustled off to their next engagements. Whatever else was in doubt this at least was decided.

It took many months of arduous and complicated labour to reach this point; and even now nobody can with any certainty answer the simple question, was it worth it? I have little or no knowledge of how other commentators on international affairs reach their conclusions; in the matter of conferences I have myself one inflexible rule: go to the *locus classicus*, Sir Harold Nicolson's unforgettable study, *Peacemaking 1919*. When on this occasion I followed my rule, Sir Harold did not fail, though he greatly disconcerted, me. Chapter III, which is succinctly entitled " Misfortunes," begins with this sentence: " From its very inception, the Conference of Paris (as has always been, and as will always be, the fate of every Conference) laboured under initial disadvantages."

This is a sapient and penetrating observation. It is therefore not difficult to see why I am unable to regard the omens for next April's conference in Paris as wholly favourable. Why was the *venue* switched from Geneva, and why was Paris substituted? The rough answer is that it was because President de Gaulle insisted that a conference of this importance and magnitude could be held in Paris, and nowhere else in the world, and that the others were so afraid of treading on de Gaulle's toes that they agreed. The smooth and tactful answer is that the conference in April is regarded as the first of a series, that the second will probably be in Moscow, and that anyway Geneva's name is associated with too many international failures, including the League of Nations.

If anyone believes that the Conference of Paris in 1919 was a howling success, they had better go back and read Sir Harold Nicolson; the precedent, across forty-one years, is far from encouraging. The statesmen of 1960 may be unlikely to stumble into that terrible succession of pits, of exasperation, frustration and disillusionment, which beset their predecessors. Harold Macmillan, in character and outlook, bears no resemblance to David Lloyd George, though not a little (I suspect) to Arthur Balfour. But if he is as straightforward as Lloyd George was devious, and possesses an assured Parliamentary support in his own Party, of which the Welshman had deprived himself, he is not—as Arthur Balfour was—either by affectation or by nature, indolent.

There is little obvious similarity between the Eisenhower of 1960 and the Woodrow Wilson of 1919, and the American people have passed, in the forty years in between, through a massive and protracted transformation. And even if Charles de Gaulle has qualities in common with Clemenceau—the foremost of which is a burning French patriotism—the situation which France faces to-day is profoundly different from that of 1919.

This will not be a conference assembled in haste, in the first flush of overwhelming victory. There is no defeated enemy to be summoned to apocalyptic retribution. The circumstances surrounding 1960's conclave are less melodramatic but even more poignant. Between December 1959 and April 1960 can the Atlantic Alliance achieve what it has not achieved in all the labour of preceding months, namely diplomatic and strategic unity in face of the Soviet Union?

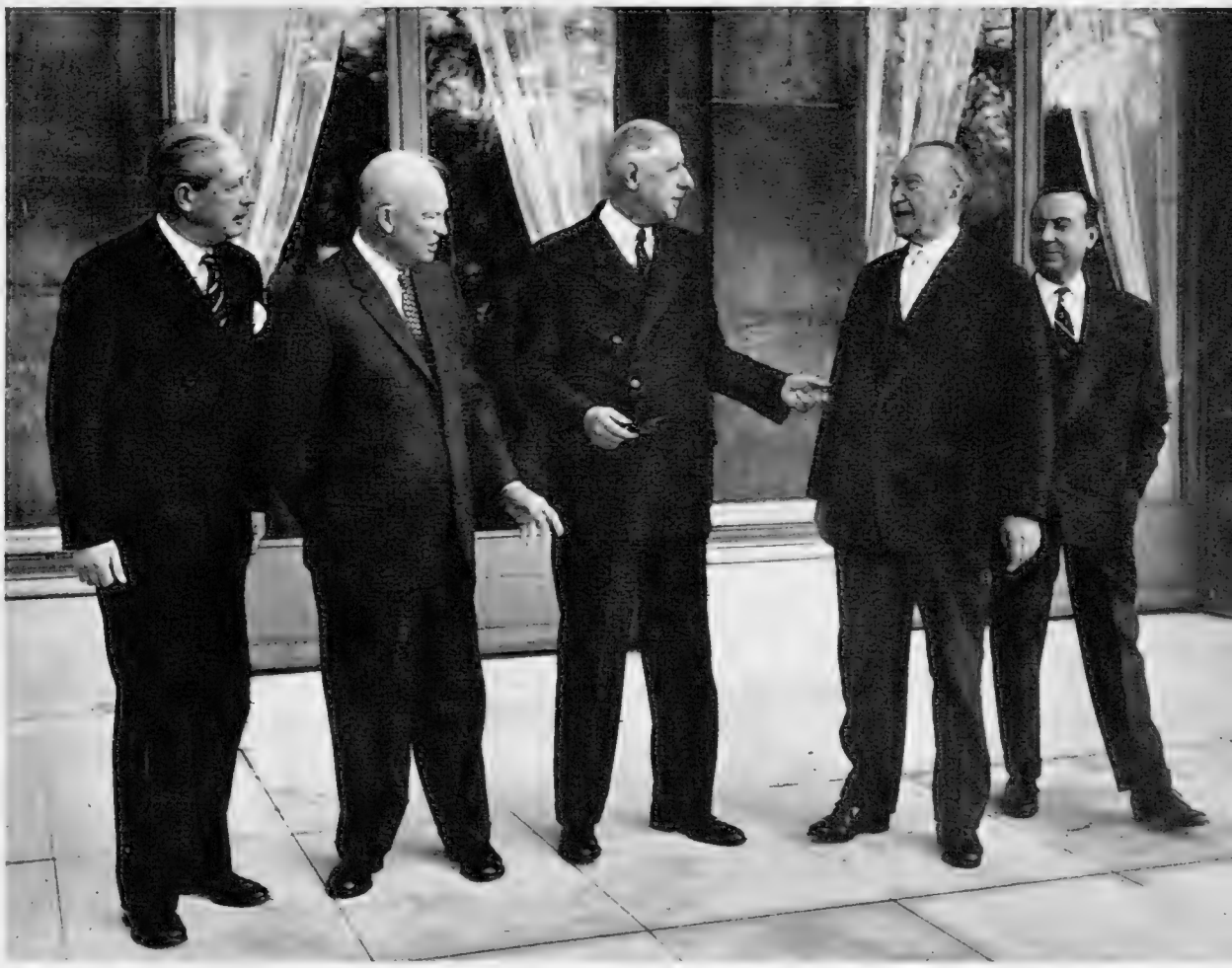
In December the leaders of the Western nations agreed that they would invite Mr. Khrushchev to an East-West summit conference, agreed on the time and the place, and issued the invitation. What they did not agree on was the policy to be adopted when this momentous meeting is held.

This seems to me (in Sir Harold Nicolson's phrase) an " initial disadvantage " of considerable consequence. Are the various meetings between the Western leaders, which have been arranged for the next few months, likely to obviate it? On previous form, alas, no. This disparity of aim among the various nations which compose it is the fundamental flaw in the Atlantic Alliance. It mattered a good deal less in the years of economic recovery and moral rehabilitation, and the existence of the unique deterrent served further to mask its importance and its danger. But we have moved for ever out of the era of the unique deterrent. The Atlantic Alliance—to put its situation for the moment in the worst possible light—is more exposed to the danger of defeat by the Soviet Union than at any time since 1947; it has lost the military initiative (if it ever possessed it), and it is without moral cohesion.

The prospect must be regarded as bleak in the extreme, if the field of negotiation is limited to Europe, and if, within that field, certain factors of over-riding importance are disregarded. A major fallacy in both the thought and the technique of Western European diplomacy is due now for summary and complete correction. It is that the destiny of the rest of the world is bound to be decided, now and in perpetuity, by what happens in Western Europe and, by extension, along the Eastern seaboard of North America. By their diplomacy, far more than by their military strategy, both the United States and the Soviet Union have contributed to the maintenance of this theory long after it has become totally illusory.

knowledge, gave us our era of world-wide predominance), we are still apt to trail clouds of our former glory, and strike splendid poses which are glaringly inappropriate to the realities of our situation. Others have rumbled us on this issue (for example the unlovable and unscrupulous military *clique* which rules the United Arab Republic). Perhaps it is time we rumbled ourselves.

Yet we are not consistent in these attitudes, and we are fitfully aware (sometimes those of us who, like the Dutch, have had a specially severe introduction to the realities of the latter half of the twentieth century, are more than fitfully aware) that we are acting out of period. We know in our hearts that we are sick of the internecine quarrels in whose pursuit we have torn ourselves apart at intervals across the past three centuries, and we are horrified at the ruin that we brought on ourselves. The prospect of cultivating our gardens in peace attracts us a great deal. We want to live in our own way, within our perimeter, as of right and not on sufferance, and our techniques for making that confined and perhaps



THE WEST DECIDES ON ITS SUMMIT POLICY: Mr. Macmillan; President Eisenhower; President de Gaulle; Dr. Adenauer and M. Debré, the French Prime Minister, stand together in the gardens of the Elysée Palace in Paris. The Western leaders agreed to propose to Mr. Khrushchev that the first of a series of Summits should be held in Paris on April 27.

Flattering though this has been to European self-esteem, it is no longer to anyone's interest that it should continue into a new era. Western Europe without doubt was the cradle of our kind of civilisation; but the cradle is no longer the citadel. We, the nations of Western Europe, are nowadays a good deal more important in our own eyes than we are in those of the rest of the world. The sooner we bring ourselves to accept the chastening truth of this observation the better for us all.

American support for the erroneous theory of continued European predominance, though benevolent to the point of sentimentality, is largely the fortuitous outcome of a series of historical accidents, and it shows signs of wearing pretty ragged at the edges. The Soviet Union's involvement, though far from benevolent, is no less fortuitous, and finds its origin in, and derives its persistence from, the obsessive Russian fear of the re-emergence of a powerful and united Germany.

Within the narrowed perimeter of Western Europe we have secured—in the ten-year lease granted us by the existence of NATO and of SHATE—the chance and the duty of making our own internal adjustments. We are not fulfilling that duty very well. Though we have abandoned, or been compelled to abandon, the great external adventure of colonisation (which, in combination with our advanced technical and industrial unadventurous existence comfortable to the point of opulence are admirably advanced. When we talk about peace and prosperity we are very sincere indeed.

From the Western European point of view this is what the forthcoming series of conferences is in truth about. To a considerable extent the two great nations of North America sympathise with and share our aspirations. So do those several other sovereign nations which are still members of the Commonwealth and have evolved, in various parts of the globe, societies not markedly dissimilar from our own. But some of these are threatened even more sharply than we are, and—since they are outside our geographical perimeter—are more acutely aware of the danger of perimeter thinking.

Within the perimeter the danger is not merely that of the restricted horizon, but of active and persistent internal disunity. In so far as the present leaders of the Soviet Union think Western Europe of importance and think of themselves as linked to Western Europe, they are capable of both sharing our sentiments and of exploiting them. In so far as they think in terms of Asia, of Africa and of South America, in terms not bound by our illusory perimeter, they can if they want, in the April meeting and afterwards, put us in a pretty pickle; any evidence which we offer of disunity is a considerable temptation.

VESSELS IN THE O BUSINESS

Two Large British Tankers Enter S a Fire-fighting Float Under Const

The largest tanker ever built in the Kingdom and the biggest ship kind since the *Queen Elizabeth*, left th on Monday of last week on her voyage. She is the *British Queen*, tanker of 50,000 tons deadweight, o the BP Tanker Co. Ltd. Launched Queen Mother in September from t yard of John Brown and Co. (Cly Ltd., the ship was fitted-out on the Afterwards she sailed to Falmouth she was dry-docked. On the passag trials were carried out and again voyage back. Owners' acceptance tri undertaken off the Isle of Arran. voyage is to Kuwait, where she will cargo of oil for Western Europea Another BP Tanker Co. vessel, the *Destiny*, left on her maiden voyage Persian Gulf on December 13. Of 42 d.w., she was launched in March last

These two tankers are part of Bl rebuilding programme which amo thirty ships of over 1,000,000 ton largest ships in the programme of 65,000 tons, which are on order Brown's yard. Vessels of this size largest which can get through the Su in ballast and BP have no plans for tankers of greater capacity. The *Briti* cannot negotiate the Canal when lo capacity, although sufficient oil carg carried for an economic voyage. thirty oil compartments and can loa rate of 1,250 tons an hour. Her over is 760 ft. and her breadth 97 ft. engine-room aft, she has steam turbines ing 17,600 h.p. and driving a single scr fully-loaded speed is 15½ knots. part of the BP building programme two smaller tankers, both of 15,000 *British Gull*, launched this week at and the *British Curlew*, which will water at Clydebank shortly.

On left and below—

OIL TANKERS ON TRIALS: *Left*—The *Queen*, the largest vessel built United Kingdom since the *Queen E* forges through the waters of the Q undergoing her builders' trials. the *British Destiny* on trials in t Sea. Both vessels are now on the voyages bound for ports in the Pe

Fire on board ships is a fairly common occurrence. When it happens at sea the consequences are often serious, but in most ports there is comprehensive fire-fighting equipment, including tugs specially equipped for the task. With tankers the need for dealing with fire quickly and effectively is even greater than with general cargo ships. With normal fire-fighting apparatus there are shortcomings and the BP Tanker Co. Ltd., have had built for them at Pembroke, in Wales, an unorthodox craft which they think will give better fire-fighting service than any other equipment. It is being constructed for the company by R. S. Hayes Ltd., and will enter service very shortly.

The main deck of the BP fire-fighting float has an overall length of 60 ft. and a breadth of 36 ft. Standing on the deck is a tower formed by four tubular supports on which are two platforms and above them the control cabin. From the cabin fire-fighting operations are directed. On each of the platforms are four monitors (nozzles for spraying water or foam) and on top of the cabin is another. These comprise the main fire-fighting equipment. Propulsion machinery of the float consists of two diesel engines, driving two screws placed fore and aft of the vessel. The propellers can be turned in several directions and are used to steer and to drive the float. The BP Tanker Co. Ltd., intend to use the craft in Swansea Harbour.

ILDING A FIRE-GHTING FLOAT: rkmen are completing fitting-out of the Tanker Co. Ltd., -fighting float at the -dock of R. S. Hayes l., at Pembroke, les. Designed to over-ne the disadvantages the normal fire-fight-tug, the novel BP t will enter service in ansea Harbour early year. Raised high ve deck level are nine nitors—4-in., gear-rated nozzle. Any en of the monitors car used simultaneously any one direction.

right—

MPLETING THE FIT-G-OUT: One of the -fighting float's nine nitors receives its final t of paint. The zles are designed to ay either water or m at high pressure on vessels on fire in port.

A NOVEL PROPULSION AND STEERING SYSTEM: On the left is one of the fire-fighting float's two propellers which, mounted fore and aft of the craft, are also used instead of rudders. Giving exceptional manœuvrability, the screws are driven by diesel engines.

THE COMMITTEE OF LONDON CLEARING BANKERS: Formed over 100 years ago, the Committee consists of the Chairmen of each of the eleven Clearing Banks; these are the banks who exchange their cheques and settle their indebtedness to each other through the Bankers' Clearing House in London. On the right-hand side of the table, centre, wearing spectacles, is the Chairman, Mr. D. J. Robarts (National Provincial Bank). Proceeding clockwise round the table from him are Lord Aldenham (Westminster Bank); Mr. A. W. Tuke (Barclays Bank); Mr. S. J. L. Egerton (Coutts and Co.); Sir Eric Carpenter (Williams Deacon's Bank); Sir Harold Bibby (Martins Bank); Sir Francis Glyn (Glyn, Mills and Co.); Sir Thomas Barlow (District Bank); Lord Pakenham (The National Bank); Mr. W. Donald (Midland Bank—deputising for Lord Monckton); and Sir Oliver Franks (Lloyds Bank), the deputy Chairman. The Committee is seen in the new Committee Room on the fifth floor of the Bankers' Clearing House building at 10, Lombard Street. In general, the members discuss matters of common interest to the banks which are not contingent upon the competition between them. In particular, it is the body through which the Bank of England communicates official policy to the banks, and through which the banks make representation to the Bank of England and the Treasury.

IN THE CITY

Pictures of Two Highly Influential Committees in Session in London

THE COUNCIL OF THE STOCK EXCHANGE IN LONDON: It is responsible for all the aspects of government of the Stock Exchange and consists of thirty-five members, who are elected, and the Government Broker, who is an *ex officio* member of the Council. On the far side of the table (background) are seated at the table, from left, Mr. W. G. Barron; Mr. A. B. Floyd; Mr. W. D. Walker; Mr. R. Layton; Mr. P. R. Hicks; and Mr. G. A. Hicks. Behind them, from left, are Sir Edward Goschen; Mr. J. F. Priestley; Mr. A. D. McKechnie; Mr. P. E. M. Shaw; Mr. H. H. West; and Mr. J. A. Hunter. On the right-hand side of the table, from left, are: Mr. D. F. Hollins; Mr. F. R. Althaus (Deputy Chairman); Mr. H. M. O. Knox (Deputy Chairman); Lord Ritchie of Dundee (Chairman); Mr. C. D. Morley (Secretary); Mr. W. J. H. de W. Mullens (the Government Broker); and Mr. H. A. F. Goodison. In the foreground, from left, are: Mr. F. A. Stanley; Mr. E. L. Richards; Sir Nigel Mordaunt; Mr. W. H. R. Anketell; Mr. R. C. Quirk; Mr. P. R. Whittington; and Mr. G. H. Greenwell. The Council is elected by the members of the Stock Exchange to serve for a period of three years. Each year one-third of its members retire and may offer themselves for re-election. The Chairman and two deputy Chairmen are elected annually by and from the body of the councillors. Until March 25, 1945, the Stock Exchange was governed by two bodies known as the Committee for General Purposes and the Trustees and Managers. These are now merged into the present Council.

ITALIAN ART AND BRITAIN

The Winter Exhibition at the Royal Academy, in London

IN 1930 one of the most memorable exhibitions ever held at the Royal Academy consisted of Italian Art. It is unlikely that it can ever be repeated, many works having been brought from Italy and elsewhere overseas. Nevertheless, this year the Academy authorities have organised another big-scale exhibition of Italian painting, but with a somewhat different theme from thirty years ago. The Royal Academy Winter Exhibition which opens to-day (January 2) at Burlington House and closes on March 6 is called "Italian Art and Britain." The purpose of the exhibition is inherent in its title. It is intended to show the extraordinarily wide range of paintings in the public and private collections made by connoisseurs in Britain yesterday and to-day—some notable collections were only begun after the Academy Italian Art Exhibition in 1930. Also, the current show at Burlington House is aimed at showing something of the impact of Italian art on British native talent, although the number of works by British artists displayed is relatively small compared with those by Italians.

The idea of paying what Sir Charles Wheeler, P.R.A., in his preface to the catalogue, calls "a tribute to the genius of Italy and the taste of the British connoisseur" originated from Professor E. K. Waterhouse. He contributes an introduction to the catalogue and has also compiled some of the notes on the individual pictures.

The paintings have been arranged in the galleries and rooms largely in historical or subject groupings. The first two galleries contain pictures already in Britain by 1700. Included in them are works from Charles I's magnificent collection (lent by permission of the Queen). Among them are examples of the genius of Giorgione and Correggio. The tastes of Charles I's two sons Charles II and James II, are also displayed. Other notable collections formed in the seventeenth century which have contributed are those of Lord Exeter, Lord Sunderland and Sir Thomas Isham. The two next galleries recall that British collectors seem always to have favoured the Italian High Renaissance. Paintings in these schools have been acquired by British collectors at many different times. Probably the Venetian school has been the most consistently popular although, as can be seen, the Florentines have also proved a great attraction.

Three galleries (Nos. V, VI and VII) cover the period of the Grand Tour. The artistic contacts between Britain and Italy in this period were extremely varied. Italian artists came to Britain and carried out important commissions. British artists visited Italy. The wealthy young noblemen showed their taste by purchasing the best of contemporary art and some earlier masters such as Claude. Then, on to the Early Nineteenth Century. The intention of this display is to show the impact of Italy on certain British artists, notably Turner. Another who spent many years in Italy was Sir Charles Eastlake, P.R.A., and first Director of the National Gallery. He reflected in Britain's public collection the tendency for Italian art already existing in private collections.

Continuing round the Exhibition, visitors may be surprised to learn that it is little more than a century-and-a-half ago that the British began the systematic collection of the earlier Italian primitives. Sir Charles Eastlake was one of the pioneers and Albert, Prince Consort, was another. The exhibits include three works by Simone Martini (a very rare early master who is still unrepresented in the National Gallery) and all the pictures loaned range in period of acquisition from the early nineteenth century to last year.

The Seventeenth-Century (Seicento) paintings in Galleries X and XI are bound to attract interest. Most of the works are relatively rare and have been selected by Mr. Denis Mahon, whose own remarkable collection of the period is shown in strength for the first time.

Less formal works—such as oil studies and so-called *modelli*—have a section of their own in the Architecture Room. Many of the artists were favoured in the age of the Grand Tour but have only recently re-established their appeal to British taste. An example is Francesco Guardi, the Venetian, who was born in 1712 and died in 1793. He was virtually neglected during his lifetime by British connoisseurs. Now he has come into his own, for the Central Hall at Burlington House is devoted exclusively to him. Here for the first time on public view are the large decorative Guardi canvases recently discovered in Ireland and acquired by a private collector.

Drawings by old masters in two rooms complete the Winter Exhibition, from which the visitor will come away with the justified impression that outside Italy itself no country possesses such fine collections of the work of Italian artists as Britain. (*Pictures on following pages*)

A CANVAS BY A FOUNDATION MEMBER OF THE ROYAL ACADEMY: "The 'Tribuna' of the Uffizi Gallery at Florence," by Johann Zoffanny was commissioned by George III in 1772. The room contains pictures "calculated to show the different styles of the several masters," and in the company depicted are artists, British *cognoscenti* and visitors in Florence during the 1770's. A Raphael "Madonna" is causing animated conversation on the left. Titian's "Venus of Urbino" is discussed in right foreground.

"The Tribuna," lent by the Queen, is in the Royal Academy Winter Exhibition, "Italian Art and Britain," at Burlington House, in London, opening to-day (January 2) and closing on March 6. Zoffany (1733-1810), who was born in Germany and studied in Rome, was a foundation member of the Academy.

ITALIAN ART AND BRITAIN

(*Continued on following pages*)

On left—

"ADORATION OF THE SHEPHERDS": The painting on wood by Girolamo di Tommaso da Treviso is a fine example of Italian work of the first half of the sixteenth century. It is on loan from Christ Church, Oxford. The Winter Exhibition at the Royal Academy has the purpose of illustrating the collecting of Italian art by the British for many generations and also something of the impact of Italian art on British native talent. The show is summed up in the catalogue as "a tribute to the genius of Italy and the taste of the British connoisseur." Altogether there are some 650 exhibits.

THE OLD PRETENDER AS A BABY : The portrait attributed to Benedetto Gennari, the Younger (1663-1713), is of Prince James Francis Edward, the son of James II, and known to history as The Old Pretender. Gennari was for some time in the service of the English Royal Court but when James II abdicated in 1688, the artist moved to France and then Italy. Presumably the portrait of the infant Prince James Edward was painted in France where he was taken almost immediately after his birth in 1688. The canvas is known to have been acquired by Cardinal Alberoni, who died in 1752, as part of his collection of Stuart paintings found in an attic of the Villa Alberoni in Rome around 1820. It came into the possession of Stonyhurst College, Lancashire, in 1833.

A COMPLETE PAINTING OR A FRAGMENT? "Boy With a [illegible] by Bernardino Luini, who lived from about 1475 [illegible] was at one time attributed to Leonardo da Vinci [illegible] now accepted as one of Luini's works. It may be a fr[illegible]

ITALIAN ART AND BRITAIN

(Continued)

On right—

A NEWLY-BUILT ENGLISH MANOR IN 1760: Commissioned by John Warde, of Squerryes, it was entered in his catalogue as "A View of Mrs. Clayton's House done for me by Zuccarelli." Harleyford is near Great Marlow. The house in the picture was built in 1755. Francesco Zuccarelli, who was born in Tuscany, spent over twenty years of his life in England and was a foundation member of the Royal Academy in London.

THE MAGDALENE PENITENT": The canvas is by Orazio ntileschi, whose dates are usually given as from 1565 1638. There are apparently no records of this painting, ich has been lent to the Royal Academy Winter hibition by Lord Bruce.

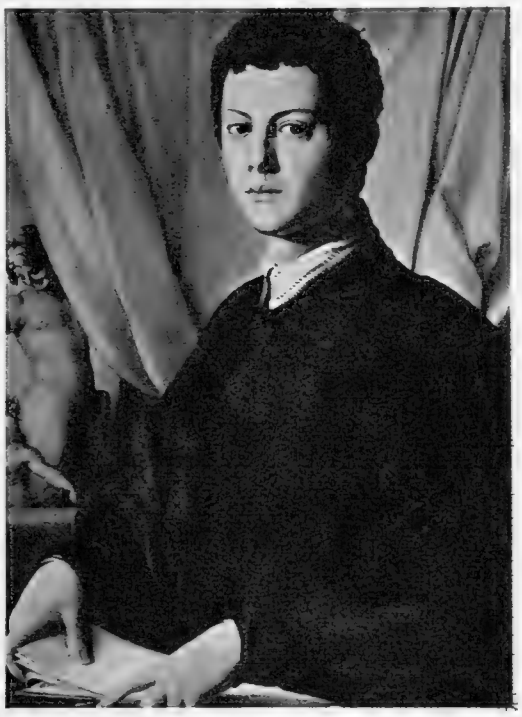
ntileschi is said to have inted a picture of the same oject for Charles I between 26 and 1628. A variant, the same size, with the per part of the body ked, is now in Vienna.

A WORK BY AN ENGLISH ARTIST WHO WAS INFLUENCED BY THE ITALIAN STYLE: James Holland painted "A View of the Rialto, Venice" in 1859. Born in Burslem in 1800, he painted flowers on pottery in his boyhood. After a stay in Paris in 1831 he devoted himself to landscape painting. He made several tours of Italy, being especially attracted by Milan and Venice. In the latter city he painted numerous pictures of the canals and the lagoon.

n right—

ITALIAN PRIMITIVE: The Madonna with St. nn the Baptist and St. ichael," by Matteo di ovanni, has been lent by e Barber Institute of Fine ts, University of Birming- m. Painted about 1490, hangs in the gallery at rlington House, which ows that the first syste- tic collecting of the earlier lian paintings by the itish only began in 1800.

ANGELICA KAUFFMANN: The portrait by Nathaniel Dance was painted in Rome in 1764. Angelica Kauffmann, who was brought up in Italy and received her training as a painter there, was then twenty-three. Dance was in love with her, but her affection for him seems to have cooled when she settled in London in the following year.



A MEDICI: "One of the Sons of Cosimo I de' Medici," by Angelo Bronzino, is an example of the High Renaissance Florentine School, long favoured by collectors in Britain. Until the picture was cleaned in 1935-36, it was known as "S. Luigi Gonzaga." It had a halo, a martyr's palm in the left hand and the coat was covered with black armour. It is now certain the sitter was Cosimo I's son.

On left—

A PROBLEM PICTURE: The allegory by Michele da Verona (died after 1536) is entitled "The Garden of Souls." No satisfactory explanation can be given of its meaning. Some consider that the two women at the left of the group are clearly alive and that the other two are intended as their dead selves, holding as symbols a chalice and paten.

THE CUSTOMS OF HOGMANAY

Celebrating New Year's Eve and New Year's Day; Although Most of the Traditional Customs Have Died Out, there are a Few Left

By BRIAN VESEY-FITZGERALD

THE Scots, as you will know, get just a little excited on New Year's Eve. I should add, for the benefit of those unfamiliar with their temperament, that this is by no means the only evening on which Scotsmen, given an excuse, are apt to get just a little excited. You may remember a song—I am not certain that this is the correct title—called " Glasgow Belongs to Me." It is sung by a Glasgow working-man who announces that, when he has had a couple of drinks on a Saturday night, Glasgow belongs to him. The theme is not, believe me, applicable only to Glasgow. I have seen citizens of Edinburgh, Dundee, Motherwell and half a dozen other places as well as Glasgow, who have quite obviously been in possession of the town for the evening, and it has not always been a Saturday evening at that. Please do not think that I am drawing attention to this proprietorial tendency in any spirit of prudish disapproval. I 'm envious, that 's all. But to return to New Year's Eve and New Year's Day. The Scots call it Hogmanay, and it is to them—as, indeed, is *le jour d'étrennes* to the French—considerably more important as a festival, or, anyway, as a jollification, than is Christmas.

Hogmanay, I understand—I have no doubt that I shall receive letters from Scotsmen correcting me on this point, so I hasten to add that I have been given to understand this by a most learned Scot—is, strictly speaking, the name of the cake which is given to the children who beg for gifts on the morning of New Year's Eve. I have never myself seen children begging for gifts on the morning of New Year's Eve.

If there is some doubt about the word Hogmanay and its derivation (and I would expect the experts to differ) there is none about the French *le jour d'étrennes*. The name comes from *strenae*, the gifts which were given on New Year's Day in the time of the legendary King Tatius. And that takes us away back. This festival of New Year's Day and the jollifications which immediately preceded it are very ancient: much, much older than Christmas, and essentially pagan. New Year's Day has always been celebrated in all parts of the world from remote antiquity with special festivities. Ever since man began to divide his life into fixed periods of months and years, giving to each a number or a name, New Year's Day has been a very important date, implying, as it does, a fresh start. To mark it, there was everywhere a Feast of Beginning, for there is a superstition deeply rooted in the human mind that the beginning of anything must be happy if the end of it is to be so.

But the people who matter to us are the Romans. According to the Julian Calendar, the New Year started on January 1. The Romans observed this day as a holiday, and they said goodbye to the old year on the night before with due ceremony. Until the end of the Middle Ages Christian countries usually began the New Year on March 25, but there was really no uniformity about it, and some countries changed a number of times. In England, for example, from the seventh century until as late as the thirteenth, the year began on Christmas Day. Not until the adoption of the Gregorian Calendar in 1752 did England return to the ancient custom and begin the year on January 1.

The early Christians, though they lived in the Roman year governed by the Julian Calendar, would have nothing whatever to do with January 1 because of its pagan associations. They observed the Calends of January as a strict fast. Even that was not enough for the truly devout, who wished to expunge all memory of the pagan celebrations, and the Second Council of Tours in 567 carefully left out all mention of January 1. One gets the impression the Romans must have really celebrated.

You cannot, however, kill a deeply-rooted superstition just by not mentioning it. It is evident that a great many Christians were not too happy about beginning the New Year in gloomy abstinence. It is evident that a great many of them did not do so. Indeed, it is evident that more and more of them took to celebrating the occasion, pagan association notwithstanding, because in the eighth century the day was established as the Feast of the Circumcision, and so religious sanction was given to the jollifications which the Fathers of the Church had been unable to stamp out. The Scottish New Year has a long pedigree.

The occasion has never achieved quite the same place in English affections. Nevertheless, it is marked by a number of customs, religious and otherwise. The most common of these is, of course, the Watch Night Service, which is held in the vast majority of churches, the bells being pealed immediately after midnight. Ring out the Old: Ring in the New. It is the non-religious customs with (presumably) a pagan origin that are the most interesting. Most of our English New Year customs are connected with Twelfth Night, January 6. This is the day on which in most houses the Christmas decorations are taken down. January 6 is the old Christmas Day, when the Holy Thorn of Glastonbury, which cannot be expected to take note of changes in the calendar, is said to blossom precisely at midnight, and most of the customs connected with Twelfth Night were once connected with Christmas Day. Most of these are fast dying out. There are, one or two (though I think none in the south) which are definitely customs of January 1, and which, so far as I know, have never been anything else. These are fast dying out as well.

There are one or two exotic ones which are never likely to lapse. For example, at Queen's College, Oxford, the Bursar gives every Fellow a needle threaded with coloured silk on January 1, saying " Take this and be thrifty." I believe that this rather odd procedure has something to do with the founder of the College. Certainly, it has nothing specifically to do with New Year's Day as such, but it is not the sort of custom that will ever be allowed to die out. One cannot say the same of the customs of the common people. Quite a number, which were common enough when I was a boy, are now but dimly remembered.

Of those remaining, the most interesting is, I think, " first-footing," which is still kept up in one or two places in North Wales and in parts of the North of England. A dark-haired man (the darker, the better) must be the first person to cross the threshold on New Year's Day, and the sooner after midnight of New Year's Eve that he does so, the better for the occupants of the house. Better still, if he should bring gifts of bread and coal and money with him, the family will be really lucky during the year. On the other hand, should a fair-haired man or woman be the first to enter the house on New Year's Day, ill-luck will follow. It used to be said that there would be a death in the house within the year. I do not know if that is still believed anywhere, though I should be astonished if it were not, but I do know that in some places very careful plans are laid beforehand to ensure that a dark-haired man is the first to cross the threshold on New Year's Day. Indeed, a black-haired man will be in considerable demand and will have several calls to make before the night is through, which suggests that some people, at least, still believe in the superstition.

Does anybody, by the way, know the origin of " first-footing "? I think that it is (but this is only a personal opinion, and I should like to be corrected if I am wrong), as is *le jour d'étrennes*, a relic of the *strenae* custom of ancient, pre-Christian, times. Then, not only were gifts made, surely the origin at least of the bread and coal and money, but visits were paid in the early hours of New Year's Day. I do not know that there was then the same importance attached to dark-haired men.

One of the customs of my childhood has, I think, now died out altogether. I do not know if it was ever widespread or whether it was confined to that particular part of Wales: a lot of customs, of course, become local towards the end, lingering on in one locality long after they have died out in all others. It was the giving of candles on New Year's Eve. Not only did friends give each other a candle, but the village grocer would present each of his customers with a candle on New Year's Eve " to light the New Year in." Whether this was a part of Candlemas, which had somehow become misplaced, or a survival of the ancient pagan fire-festival, along with the burning plum pudding and the Yule log, I do not know. I think it much more likely that it was the latter.

WELCOMING THE NEW YEAR IN: A dense crowd of people surrounds the statue of Eros in Piccadilly Circus as midnight approaches. The picture was taken at the end of 1958, when there were larger crowds than on any previous New Year's Eve since the end of the war.

The superstition lives on that for anything to end happily it must have a happy beginning. This is the reason for the gaiety of New Year's Eve which lasts into the early hours of New Year's Day. The vast majority of the revellers do not realise it, of course, probably not even knowing that there ever was such a superstition. They just turn out for New Year's Eve, " to see the Old Year out, the New Year in." If you press somebody as to why he or she does this, and I have done so many times, sooner or later you will come up against this question of luck. Sooner or later, rather shamefacedly, he or she, nine times out of ten, will admit that it is unlucky not to see the New Year in. The tenth is just out for a good time, and hang the consequences.

So you get the devout at the Watch Night Services; the great crowds in the city squares; the crammed restaurants and dance-halls; even the elderly fighting off sleep before their firesides, staring desperately at the television, hoping that the radio will keep them awake past the magic hour. Year by year the Scottish influence spreads; year by year more and more people in city squares, in dance-halls, all over the country pump the hands of complete strangers at midnight and sing "Auld Lang Syne." Very few know all the words and fewer still could say with certainty who wrote it, but they know they are doing the right thing. That is very important. It is like singing " Abide With Me," the national anthem, so to speak, of professional soccer, at Wembley: it is the right thing to do, though heaven knows why. At least, " Auld Lang Syne " is not inappropriate.

Myself? I do not see the Old Year out and the New Year in. I do not toast anybody and I do not sing anything. It is many years since I have done so. I like to pretend that this is because I am a realist and not in the least superstitious, but in fact I cannot keep awake.

Even if I could keep awake, even though I am a firm believer in the ancient superstition that to have a happy ending a thing must have a happy beginning, I would not now see the Old Year out. I am well past the half-way mark, and I do not like seeing the Old Year go. I enjoy life and each New Year's Eve means one less to come, one less to enjoy. As to the New Year: well, years of experience have taught me that I cannot do anything about it. Years of experience have taught me that the Chancellor of the Exchequer will do his best to hamper my activities in one way or another, and I have long since given up hope that any financier will make a take-over bid for any company in which I hold a share. So I go to bed nice and early on New Year's Eve. Thus I am the better able to make the most of New Year's Day, to enjoy it thoroughly. I am a firm believer in that old superstition about the happy beginning. I am going to enjoy 1960. I hope that you have a very happy year, too.

NATURAL PROTECTION AGAINST ATTACK: In the Quaiti State of Shihr and Mukalla, fortified homes were frequently built in inaccessible spots to provide defence against attack. This fortress is situated between the city of Mukalla and the airstrip 15 miles away.

Left—Mukalla is the main port of the Quaiti State, which makes up part of the Eastern Aden Protectorate on the southern coast of Arabia. Behind the white buildings lie the barren hills of the desert. Large ships cannot enter the harbour and lighters are used to transport their cargoes. There are few motor-cars in the city and there is no electricity system except in the Sultan's palace. It is estimated that there are only 650,000 people in the whole of the Aden Protectorate, which consists of numerous Sultanates and Sheikdoms.

ON THE GULF OF ADEN

Mukalla in the Quaiti State of Shihr and Mukalla

THE CAPITAL OF CORSICA—AJACCIO, WHERE NAPOLEON BONAPARTE WAS BORN IN 1769: Boats lie in the harbour of the port in the island which is the third largest in the Medite- Corsica (3,388 sq. miles) is exceeded in area only by Sicily and Sardinia. In the background is one of the peaks which form the hills dominating the interior of Corsica. to-day has nearly 31,000 inhabitants and is a popular holiday resort. Many of its streets and buildings are alive with memories of Napoleon and others of the Bonapart

THE Ancient Greeks are reputed to have given Corsica the epithet " most beautiful," and the description has continued to apply through the centuries to the present day. The island has also for long been known as " the Scented Isle." The reason for this is that as the traveller approaches its shore, the perfume of the many bushes and shrubs which flourish on the hills and mountains are wafted out to sea.

One of the scents will certainly be from the Maquis, the name given to the wild scrub-covered areas of Corsica which frequently in the past served as shelter for bandits. The word is now to be found in the dictionaries of many languages. For *Maquis* was the name proudly taken by the men on the mainland of France who during the last war resisted the occupying Germans.

Corsica may have been notorious for bandits in the past. To-day the visitor will be welcomed by a proud but friendly people, living in an excellent climate. The visitor sailing from France or Italy will probably land at Ajaccio or Bastia. The former, with over 31,000 i ants, is the capital and is world-renowned as th place of Napoleon in 1769. Many are the memori Bonapartes in its streets and buildings, chief amo being the house where the future Emperor was b was to please his mother that in the days of his p named Ajaccio the capital of the island. Even wit Napoleonic associations, the town would be we a visit. The panorama of the harbour, circled by ground of purple mountains, was highly estee Horatio Nelson. White buildings are flat-roofed a the focal-point being the dome of the sixteenth- Venetian-style cathedral.

Ajaccio is on the south-west coast. At the n the island is the largest town, Bastia (population Another city of old buildings, it is the commercial seat of legal administration and military heado While it can hardly rival Ajaccio's historical asso it can claim at least one famous son in Louis Cas the French hero of the Battle of the Nile.

Among other places with claims on history ar reputedly the birth-place of Christopher Columb Corte, the largest inland community which w headquarters from which Paoli, the Liberator of C operated against the Genoese in the latter part eighteenth century.

At the southern tip of the island is Bonifacio, jus described as one of the most strangely situated to Europe. It stands on a narrow peninsula from th of which steep limestone cliffs fall to the sea. streets and alleys are overshadowed by tall old

All Corsican towns have their attractions and in characteristics. Yet the finest beauty is to be seen countryside. The journey northwards along the we from Ajaccio is breathtaking in its scenery. The through high mountains until one comes to the C de Piana, the most celebrated of Corsica's beauty where the road drops through a rocky labyrinth d the sea. But almost wherever one goes, the Is Beauty will live up to its reputation.

A FAMOUS BEAUTY SPOT: A motor-bus passes along the road below the rocks which are part of the Calanche. These are a series of crags of fantastic shape falling sheer from a great height to the shore.

A SHRINE OF THE VIRGIN MARY: The figure of Our Lady stands high on the rocks above the town of Calvi and its palm-fringed bay.

On right—

A GREAT CORSICAN PATRIOT: The statue of Pasqua is in the centre of Corte. Paoli (1725-1807) patriot who defied the Genoese and the French efforts to achieve independence for his fellow Cor

ISLAND OF BEAUTY"

Recent Pictures of Corsica, the Birthplace of Napoleon

RECOMMENDED TO GOURMETS: In the side streets of Ajaccio there are many restaurants of this type. Although at first sight they may not appear very attractive, these establishments are, in fact, renowned throughout the gastronomic world for their meals of freshwater and sea fish and other sea food.

THE CITADEL OF CALVI: The walls and bastions have a long history. Built in the middle of the sixteenth century, the citadel was never taken by assault, in spite of many attacks, until the bombardment by the English in 1794, when Admiral Nelson was wounded and lost the sight of his right eye.

The World of Books

THE END OF THE "HOOD"

The Story of the Sinking in 1941 of the Great Battleship; War Despatches; General Grivas; Country Essays; English Craftsmanship; Siam; and this Week's Fiction

H.M.S. *HOOD* was the greatest battleship in the world, a simple statement of fact which was made with some force by the Australian Press at a time when the *Hood* was visiting that country and when an American magazine had been rash enough to claim that U.S.S. *Colorado* had that distinction. The great ship was known in the Royal Navy and throughout the friendly disposed parts of the world she had visited as "the mighty *Hood*." She was launched just before the end of the First World War and her lines were the most graceful, "combining sweetness of line with strength," that had ever been seen in such a vast ship of war. Her ship's company was of nearly 1,500 officers and men, yet when she was sunk by the *Bismarck* in 1941, there were only three survivors and the *Hood* herself broke almost in two and sank in less than two minutes after the fatal hit and while one of *Hood's* own salvos was still in the air. In THE MIGHTY HOOD: THE LIFE AND DEATH OF THE ROYAL NAVY'S PROUDEST SHIP (Hodder and Stoughton. 16*s.*) Mr. Ernle Bradford, himself a sailor in wartime and something more than a yachtsman in peacetime, has written a sea history that cannot be read without emotion, without leaving questions to be answered or without evoking a real pride in our inheritance.

In 1943 John Steinbeck was in England, writing despatches for New York newspapers. Later from North Africa, from Sicily and Italy, other despatches followed, telling his fellow Americans about the war as he saw it being fought at first hand. Since Mr. Steinbeck is a major writer by standards on both sides of the Atlantic, his despatches are something very far above the ordinary and his exquisite simplicity of style (no purple patches here and none of the "I—I—I" that spoils so much war correspondent's work), together with his insight into human nature, whether under stress or in relaxation, make a poignant and remarkable book. ONCE THERE WAS A WAR (Heinemann. 16*s.*) evokes the past with arclight brilliance, and the fighting of sixteen years ago, the London pubs, the blitz, the war by sea, air and land, are in these pages in all their immediacy and urgency.

Mr. Dudley Barker has called his book GRIVAS (Cresset Press. 21*s.*), *Portrait of a Terrorist*, and in it he has drawn the picture of a fanatical man whose contradictory nature included a capacity for dedication, ruthlessness, brutality, an understandably total lack of humour and yet, by his own reckoning, a deeply religious feeling. Grivas is a man who could, and did, turn children into assassins and train them to his own ends in the Communist manner. He has ordered shootings for the slightest deviation, and yet he has pursued his one pastime, the collection of foreign stamps. In appearance he resembles nothing so much as a malevolent Groucho Marx (if such a being can be imagined). Mr. Barker, who is an able and even distinguished reporter, set out to solve something of the Grivas enigma, and has interviewed scores of people in Cyprus who knew either Grivas or his terrorists. Grivas refused to be interviewed himself, but went so far as to answer a few questions put through an intermediary. The combined result is a book of immense interest and quite a little horror.

MAN AND BIRD AND BEAST (Collins. 18*s.*) is another of Mr. John Moore's charming books of country essays, which he describes as being part commonplace-book, part commentary, and owing much to the poets and naturalists from whose works he has quoted freely. This habit of quotation is an intrinsic part of Mr. Moore's literary style and I always think that it lends his books a certain old-fashioned and leisurely elegance that is most attractive, whether he is writing about insects and quoting a Victorian expert: "*First of walkers come the Earwigs, Earwigs or Forficulina*," or whether he is touching on the delicacy of daisies, Chaucer's "*flowres white and red*." Altogether this is a book of many enchantments and a good deal of quiet humour.

Mr. Thomas Girtin has written a book about English craftsmanship in the making of luxury objects, such as perfectly tailored suits or perfectly balanced rods and guns. MAKERS OF DISTINCTION (Harvill Press. 18*s.*), with the sub-title of "Suppliers to the Town and Country Gentleman," is a book written with real verve and many glittering traces of wit, and I am happy to report that, unlike many volumes of this kind in which ancient arts and crafts are celebrated, Mr. Girtin sees a healthy proportion of Englishmen remaining to use their traditional arts, their specialised experience and their good taste in the creation by hand of fine things.

LAND OF THE LOTUS EATERS (Jarrolds. 25*s.*) is described by its amiable Australian author, a diplomat stationed in that country, as being mostly about Siam. Mr. Norman Bartlett has had many opportunities of coming to know Bangkok, Angkor Wat, the Khmer ruins and most of the great beauties and remote antiquities of Siam. He has illustrated his near-guide book with some excellent photographs; it is friendly, astute, earnest and a little bit too long.

"THE MERRY WIVES OF WINDSOR": In the production at the London Old Vic of Shakespeare's comedy are, from left, Mistress Ford (Maggie Smith); Falstaff (Joss Ackland); and Mistress Page (Moyra Fraser). This is the ninth production of the play at the Old Vic since 1916. The three players in the picture and the producer, John Hale, resident at the Bristol Old Vic, have an average age of only thirty.

As a great and convinced believer in coincidence, I was not in the least startled to find two novel titles so closely similar this week. First, Mrs. Catherine Cookson's FANNY MCBRIDE (Macdonald. 13*s.* 6*d.*), in which a Tyneside community is explored in detail and the fictional air is thick with Northumbrian dialogue and Northumbrian—in other words, strongly expressed—points of view. Mrs. Cookson not only knows everything about the setting, the people and the reactions, but she is w to convey their speech, not as an esoteric form of but as a living and very effective way of expressio story is simple, her reasoning as subtle as can be, does her beloved Geordies proud.

As for CARLOTTA MCBRIDE (Secker an burg. 15*s.*), that is something else again: the t female alcoholic who is shocked out of her addi seeing the mess it has made of her beloved adoptiv Mr. Charles Orson Gorham writes at times crudel times unctuously about the pretty girl who h forbidden normal teen-age entertainments by her mother and revenged herself by having a torri with the man she had supposed to be her father. where after this unattractive episode the girl bec actress of star quality (the least credible part of as far as I was concerned), later still discovers that drink is more satisfying to her than sex and returns to the New York stage purged of dipsoma possibly, frigidity by a quick visit to the lush of Daddy-oh. Not recommended for reading but readable, nevertheless, in a sive kind of way. *Pas pour les enfants*, as in her third phase would doubtless p

BURNING SECRET (Hart-Davi has nothing banal about it and, even not been so sensitively observed a would have enjoyed it for its origi background and of mood. Mr. McDonell's chosen setting for his story is a Swiss town in the August and, long ago as that is, without bei romantic realm of the historical n manages to evoke the quiet, almost so life of such a place as Neûchatel feverish, superimposed existence that with all its patriotic or passionate ments, brought with it. This is a novel, as memorable and convinci fireside tale.

Mr. Leopold Tyrmand, who wr intellectual thriller, *Zly*, has now p a more straightforward but by no ordinary novel in THE SEVEN VOYAGES (Michael Joseph. 18*s.*) has been translated from the Polish Welsh. The author tells us that h book has come up against cert in his home country, where he cont live, and cannot currently be pu Mr. Tyrmand has also been havi difficulty in securing a passport whi allow him to visit England, but he glad about the publication of this unusu drily sardonic story.

SACRILEGE IN MALAYA (Secker a 18*s.*) is by M. Pierre Boulle, who wrote, a things, *The Bridge on the River Kwai*, and who ha real knowledge of Singapore and its surroundi and Indo-China. His book, before I forget, h translated with smooth efficiency by Mr. Xan Fiel author in his own right, but the chief reaso this novel is its civilised use of irony, a form of ex

BLACK KLONDYKE

Pioneers of the Pennsylvania Oil To

Life becomes extraordinary in a community where the fuel for the fires of hell (as one devout churchman described the Pennsylvania oil-gushers) is brought to the surface, making every second man rich and every man say to his neighbour: "How does your garden flow?" This happened in the south-west corner of the State of Pennsylvania in the celebrated Appalachian oilfield in 1859. It was in Titusville and surrounding towns that the prospector, Charles Drake, who was to get little or nothing in return, ushered in the gaudy and turbulent years of the great oil rush, a black Klondyke producing oil for the lamps of America and half the world. Hildegarde Dolson, who has four successful humorous novels to her credit and thus some of the equipment necessary to describe the bizarre events of 1859, tells the story in THEY STRUCK OIL (Hammond, Hammond. 18*s.*).

Long talks with surviving old-stagers and their families, recourse to the newspaper files of the period, and other research have helped to give Miss Dolson a deep sense of the period. Forty-niners, who had panned through the gold rush in the West and swaggered into Venango County expecting a rather genteel operation with effete Easterners, soon found how wrong they were. Men literally had to fight for their meals in the oil towns of Pennsylvania. The area saw a fiercely concentrated frenzy, a greasy mud furrow not more than 20 miles long with rich men, poor men, speculators and thieves packed together. Between Titusville and Cornplanter derricks were going up so fast that the trees were hidden, the turkeys took to the hills, clucking in fright, and the pigs likewise fled. Miss Dolson's narrative bristles with delightful anecdotes, not least the tale of the townsman who drilled for oil only to achieve a gusher of beer (he had penetrated a hogshead within the cellar of a local publican). If the day-to-day events of the first boom years were extraordinary, they were matched by the later days when the oil men really got down to spending their money, building an opera house, a welter of churches, and all the other things to be necessary. The gold rush was a flash in compared with these doughty oil hunters, decla Dolson. These were the men who changed of the world, and greased the wheels of the mac

V. A. Firsoff tells us just how little we kno the moon, and just how wrong some current co may be, in his inquiry into lunar physics, STRANGE WORLD OF THE MOON (Hut 25*s.*). That the moon is a totally dead and un world may well be a false conception, Mr. asserts; competent observers have recorded changes on the moon's surface, and the author to ponder whether these circumstances can be modated within the known facts of physics. Th book written in terms acceptable and accessible non-scientific reader, sure of a wide welcome.

George Houghton has compiled a sort of *Sans Club* volume for golfers, but advises us first tee that criticism is out; "don't forget th blade of grass on every British course is loved by one," he says. AN ADDICT'S GUIDE TO BR GOLF (Stanley Paul. 30*s.*) is both good fun an value, with county-by-county maps and informa help you on your way.

Robin Bryans' MADEIRA (Robert Hale. 18 many-sided portrait of this lush Atlantic island archipelago. The author did not find it easy to the lure of Funchal, in itself a city of great beau he spent some of his time exploring the outlying

"HUMPTY DUMPTY" AT THE LONDON PALLADIUM: The title role in the pantomime is taken by the comedian, Harry Secombe (centre). Produced by Robert Nesbitt, the show is a spectacular version of the story and departs from the traditional in that it does not have a Dame, played by a man. With Alfred Marks, Gary Miller, Roy Castle and Stephanie Voss in the cast, *Humpty Dumpty* opened in London just before Christmas. The part of Mistress Mary was to have been played by Sally Smith, but she was taken to hospital with suspected appendicitis after rehearsals had started. Stephanie Voss, who appeared in the musical play *Lock Up Your Daughters* at the Mermaid Theatre, took over at such short notice that she had to learn the part in four days. She appeared in another Palladium pantomime, *The Wonderful Lamp*, in 1956.

(*Continued from previous page*)

which in my opinion the French deal far more efully than any other nation.

The nine short stories by Mr. James Aldridge, ected in a volume called GOLD AND SAND dley Head. 13*s.* 6*d.*), demonstrated at least a d of his talents which, as I remember from ier work of his, are for sharp observation, ight reporting and fairly tough scenes of action ing. In the present collection the scene changes n Australia to Finland and on to Egypt. He writes ensationally but always with a sound regard for es as they really are and for people as they really k.

PAYROLL (Eyre and Spottiswoode. 12*s.* 6*d.*) genuine thriller within the meaning of the word all the better for that. Mr. Derek Bickerton is ew name to me for the excellent reason that is his first novel. He is English, a born writer bright as the well-known button. In other words, s a writer to watch.

Vernon Fane

"PETER PAN": In the production of Barrie's play at the Scala Theatre, in London, Peter Pan (Julia Lockwood) and Wendy (Patricia Garwood) undertake their first flight in the nursery. Julia Lockwood is the daughter of a famous Peter Pan, Margaret Lockwood. Other parts are played by Pamela Lane and Richard Wordsworth and the production is by Patrick Desmond.

"A MAP, A TREASURE, AND A MUTINY": In the production of *Treasure Island* at the Mermaid Theatre, in London, Long John Silver (Bernard Miles) talks to Jim Hawkins (John Hall).

CHRISTMAS SHOWS

"HOLIDAY ON ICE, 1960": Taking part in the spectacular ice show at the Empire Pool, Wembley, are two dancers from America, Sarah Joe and George. The main feature of the show, which opened on Boxing Day, is a thirty-minute version of *The Wizard of Oz*, being performed for the first time on ice. There are artistes from the Continent and the Commonwealth taking part, including a former German National Ice Skating champion, Erica Kraft. The director is Gerald Palmer.

also among the upland farms, where the map-maker not fully completed his work.

One day somebody may take it into his head to e about the time when Britain made her greatest boldest attempt to capture the carrying trade of the ld, and he will talk not of the age of sail, or of m, but of jet and turbo-jet propulsion on the skyways Europe, Asia, Africa, and the Americas. Let us be ent with present progress, however, and keep the le bold venture in proportion. THE B.O.A.C. OK OF FLIGHT (Max Parrish. 16s.) does show t jet age travel implies, and, appropriately enough, as a foreword by Group Captain John Cunningham, great test pilot who in war and peace has done so h to assist our ascendancy in the skies. Sixteen es in colour and 122 black and white illustrations n part of this valuable symposium on "the little ld of the jet age."

Here are three illustrated volumes of outstanding rest, and all very different. ICELAND (Kummerly Frey, Berne. 39s.) is a symposium upon the island blic with pictures in colour for the most part by ed Nawrath; Halldor Laxness, Nobel Prizewinner Literature, is among the distinguished contributors. superb landscapes in colour photography are a ght, and the book is magnificently produced. OUT DOORS (Rathbone Books. 12s. 6d.) is based on the ular B.B.C. television programme for young people, its 160 pages are full of practical advice for natural- on what to look out for during the twelve months he year. 220 drawings, photographs and diagrams trate the march of the months. Finally, THE ST. NIAN'S STORY (Perpetua Books. 21s.) takes us ugh the famous series of Ronald Searle cartoons, n that first ghastly conception of the killer school- l to the final burning-down of the school. Kaye b has compiled the grim dossier. R. C. E.

UNDERWATER WORLD

Two Australian Photographers at Work Near Sydney

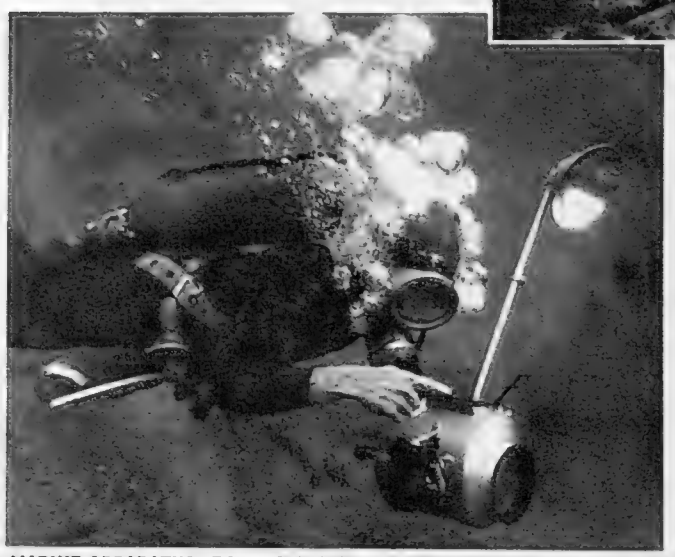
The pictures on this page were taken by two photographers, Geoffrey Evelyn and Edward de Villa, specialising in underwater camera work. They have recently spent some time exploring the underwater world near Sydney, New South Wales. Photographs have been taken at depths down to 100 ft. The photographers require a great deal of special equipment. They wear full-length rubber suits which enable diving all the year round. Aqualung equipment consists of both the single-cylinder type and the twin-cylinder type, and when the photographers work over a limited area for long periods at a time there is apparatus to pipe compressed air from the surface into the cylinders. The divers designed and built the special watertight housings for their cameras themselves. The housings are made of welded sheet metal and have optical plate glass for viewing and taking pictures.

Geoffrey Evelyn and Edward de Villa began several years ago with 35-mm. cameras, but they now use cameras taking 2¼-in.-square negatives which they have found give clearer pictures. This equipment also makes focussing easier. Underwater, light waves behave differently from on the surface; a 3-ft. setting on the camera would actually measure 4 ft. by rule to get sharp results. De Villa began underwater exploration when he was ten years old and has had experience in Manila, the Philippines and in Singapore as well as round the coasts of Australia.

IN AUSTRALIAN WATERS: An underwater photographer grips a Port Jackson shark by one of its pectoral fins and its tail. The fish was swimming at a depth of 10 ft. at Fairlight, in Sydney Harbour, and was coming into the harbour to lay its eggs. It was said to be docile, harmless and slow-moving. The diver is one of two photographers who have taken pictures of the marine life around Sydney.

On left—

FIVE FATHOMS DOWN: A green eel looks out from between rocks 30 ft. below the surface of Sydney Harbour. The underwater photographers are able to take pictures with special apparatus in depths down to 100 ft.



MARINE APPARATUS: Edward de Villa, an underwater photographer, carries his specially-housed reflex camera. The flashlight is well above the lens to give clearer pictures in dark water.

PLAYING WITH AN OCTOPUS: The creature's tentacles are wound round the arm of the photographer, who said the octopus would make a good pet. It "seemed curious and intelligent."

IN SYDNEY HARBOUR: Stripes gather on the sea bed 30 ft. below the surface. The small, brightly-coloured fish with their lateral markings are investigating a sea urchin which had been broken open by the photographer and used to entice them in front of the camera. The divers design their own camera apparatus.

PROGRESS IN INDUSTRY AND ENGINEERING—*A Weekly Survey of Achievement in Britain and Overseas*

BUSINESS IN A STATE OF EUPHORIA

By "THE SPHERE" INDUSTRIAL CORRESPONDENT

ANY year that was able to chalk up an 8 to 9 per cent. increase in industrial production, the biggest Stock Exchange boom since the war, and a large Conservative majority at the third election in a row might be expected to leave the nation's businessmen in a state of euphoria, and 1959 certainly has. The first of those achievements presumably had something to do with the other two; and the market boom has certainly owed much to the election result, which over the longer run was probably the most important event of the three. British business has not only been doing well; the verdict of the electors, after a campaign in which the competence of private industrialists was to some extent challenged, shows that it has also been seen to be doing well, which matters even more.

The recovery, so soon turning into a boom, came admittedly after three years in the doldrums for industry as a whole—though this apparent stability masked sharply differing and fluctuating fortunes for individual industries. Galloping inflation had forced the Government to put the brakes on demand at the peak of the 1955 boom; and though it felt able to ease the pressure in mid-1957, a sudden exchange crisis (arising largely from the weakness of other currencies rather than the pound sterling) made even sterner restraint necessary by the end of that year. Not until late in the summer of 1958, when stability had indeed passed into a mild recession with rising unemployment, was the Chancellor of the Exchequer confident enough to begin pulling the stops out. Production reacted quickly though gradually; but since the beginning of last summer it was gathering pace, until by the end of the year it was 8 to 10 per cent. up on the level twelve months before.

In economic jargon, 1959's has been a consumption boom. In 1955 the economy had been running full out, investing and consuming both at a rising rate; in the ensuing years the Government damped down consumption but let the investment boom continue; as that slackened in 1958 the brakes on consumption—purchase tax, hire purchase restrictions, and a tight rein on personal bank overdrafts—were removed in order to let spending rip.

A few years ago there would have been many people somewhat shamefaced about letting personal spending surge up as it has done in the last twelve months. Investment in new plant and equipment (though not in new houses or cars) was virtuous in their scale of values; consumption was frowned upon as wasteful. The notion still lingers among some civil servants, politicians, and even foreign bankers who ought to know better; but it is no longer taken very seriously in the Cabinet. Now that labour is easier to get, wages high but more stable, prices inclined to be a little lower than they were in 1958, and Britain's foreign trade balance still pretty healthy, the Government sees nothing disgraceful in the British customer getting a little more of what she or he fancies. What they want, on the experience of the last year or so, is first, all kinds of home equipment, from spin-driers to motor-cars; secondly, quality and variety, plus a large instalment of preparation done for them in advance, in the food they buy; thirdly, more lavish holidays, often abroad. Even so, they have been saving more than ever; much as the rate of spending rose last year, it did not mop up the whole increase in people's "disposable incomes."

This pattern of spending has set the pattern of industrial recovery. Motors, needless to say, have never had it so good; the industry's rate of output now is already reaching the levels that were expected for the early '60's, and even before the last units of plant and equipment put in under its last expansion programme have worked up to full capacity, the motor manufacturers are talking about their next extensions. They are talking, indeed arguing, with the Government; its pressure on the companies to put factories in places where unemployment is relatively high, such as Merseyside or Scotland, is strong and reinforced by much local political lobbying. One of the other rapidly-expanding "consumer durables" is refrigerators; Pressed Steel, among the country's largest manufacturers, has already agreed to go to Wales to establish a large new plant.

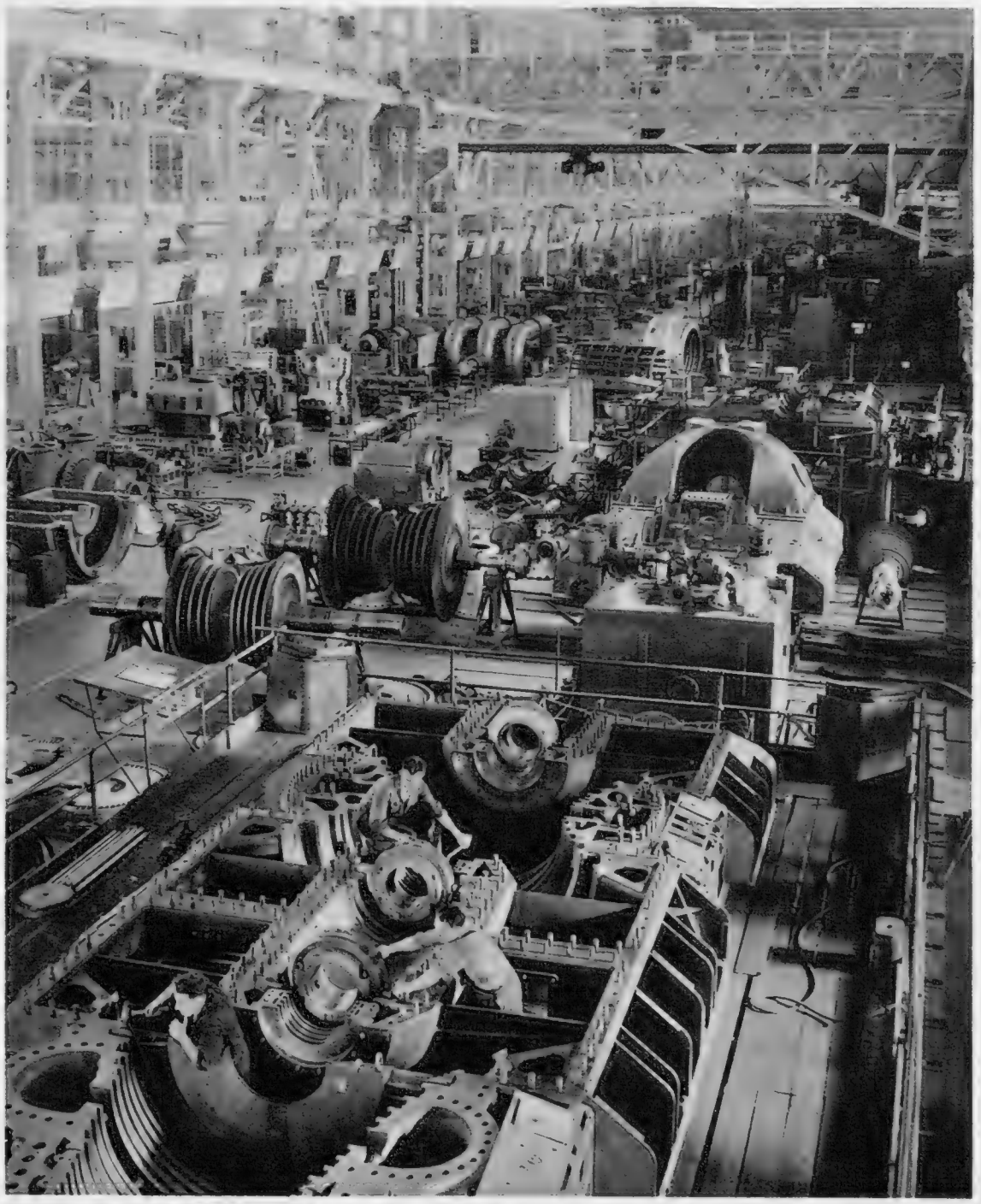
In the wake of the motor industry, the host of "intermediate engineering" firms that supply it with various kinds of accessories and components have experienced a steady recovery in business; and towards the end of the year there were signs of a higher rate of new orders in some of the heavier engineering trades, such as machine tools and the larger electrical equipment. But a good many of the companies that make capital equipment are still fairly slack now, after their peak of activity eighteen months to two years ago. Shipbuilding, steadily working through what is still a very large order-book, has managed to acquire a few more new orders this year than it had cancellations; though the few big yards that have specialised on super-tankers are still busy, there are many firms that have already laid the last keels that they have on their books.

This same contrast between recovery and continued depression can be seen in the heavy basic industries. Steel, after a bad twelve months, has now returned to record levels of output. In coal the problem is still how to get output down as much as consumption has fallen; the National Coal Board added about 20,000,000 tons to its unsold stocks last year, bringing the mountains of coal pits, opencast sites, and on improvised stocking areas round the coalfields to nearly 40,000,000 tons. This has not been a decline in fuel consumption at a time when industry is booming; it is a structural change in fuel demand, with the switch to oil going on sufficiently fast to supply all the extra fuel that so far the resurgent economy has needed.

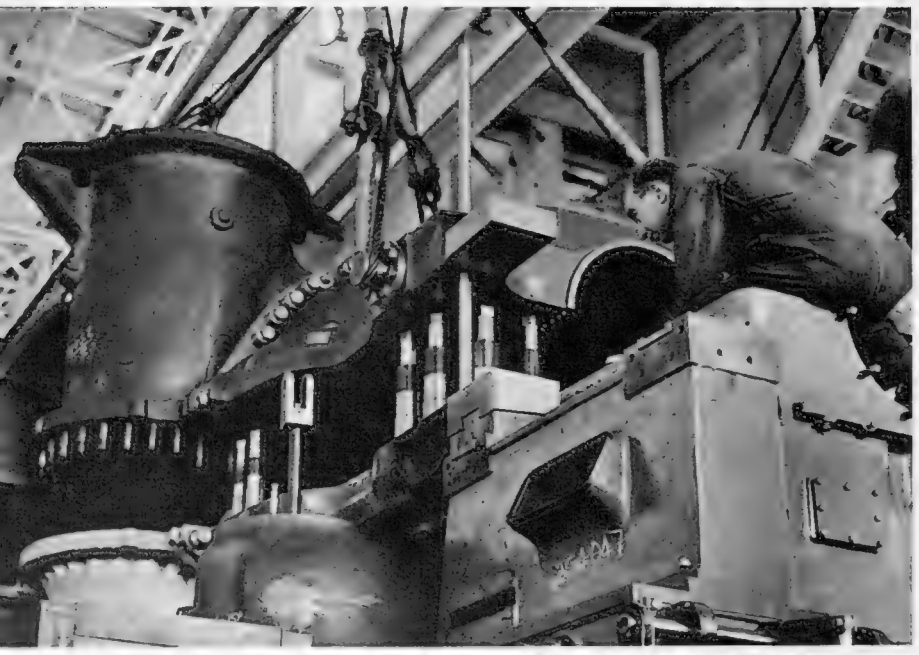
Where does the economy go from here, in 1960? Most of the prophets, undoubtedly, would answer: "Further on upwards, if not at quite so rapid a rate of climb." There are already signs that the impetus of the rise in hire purchase buying has slackened, though it has continued to rise for much longer than most prognosticators would have guessed. Consumers as a group still seem to have plenty of spare money from current income, quite apart from the extra saving many of them have managed to do this year. Britain's exports should do well abroad, particularly as activity increases in the United States.

There is a big question mark still about the extent to which capital investment in buildings, plant and equipment will change next year. The private businessmen who were asked to forecast their capital spending in 1960, early last year, were still inclined to expect to spend less this year than last. But that was while the election date, let alone its result, was still in doubt. Many people think that the sweeping Conservative victory, with its relegation or banishment of the threat of nationalisation, will encourage the nation's businessmen to spend much more freely on expanding their industrial capacity than they expected to before.

Certainly the motor manufacturers and the steel companies, two of the biggest investors of all, have announced large capital programmes since the election. The "public sector"—the Government, local authorities, and the nationalised industries—is likely to be increasing its investment spending this year, as it did last. All in all, Britain this winter looks much in the same kind of circumstances as it was in 1953-54, when there were two full years of boom before inflation required a slowdown in expansion. The main differences between six years ago and to-day lie in the far greater strength and resilience of the economy now. For a year or two, at least, Britain looks to have a fair chance of achieving what Governments of both political colours have vainly attempted to steer it towards ever since the war—expanding prosperity without rising prices.



INDUSTRIALISATION IN NORTHERN IRELAND: The workmen in the foreground are erecting a 120,000-kW. steam turbine generator. The workshop is part of the factory of Associated Electrical Industries at Larne, in Co. Antrim, Northern Ireland. At the Larne works activities include the complete production of turbine generators, from the design stage to final testing. Most of the staff are natives of Larne. *(Further pictures are on the following page.)*



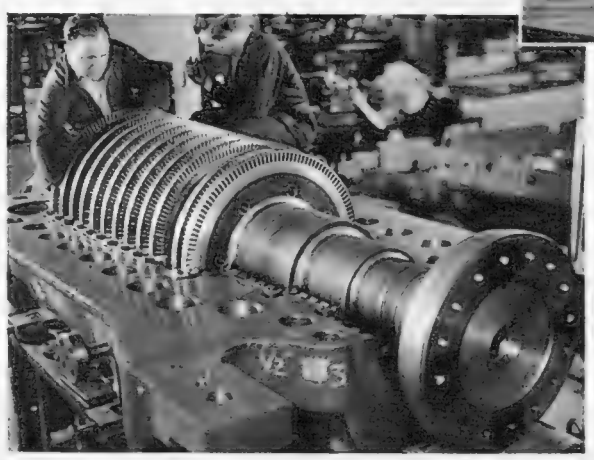
WORK AT LARNE, IN CO. ANTRIM: The top-half casing of a 120-mW. steam turbine generator is being fitted into position at the works of Associated Electrical Industries in Northern Ireland. Production started at the Larne works in 1957.

MANUFACTURING TURBINES IN N. IRELAND

The Associated Electrical Industries' turbine generator factory at Larne was built in 1956 on a hill overlooking the port of Larne, in Co. Antrim. Production started in January of the following year. This company is one of about 130 new firms, employing some 36,000 people, which have settled in Northern Ireland since the war—the result of a drive by the Government of Northern Ireland to broaden the base of Ulster industry. The policy is expected to produce employment for 10,000 more people in the near future.

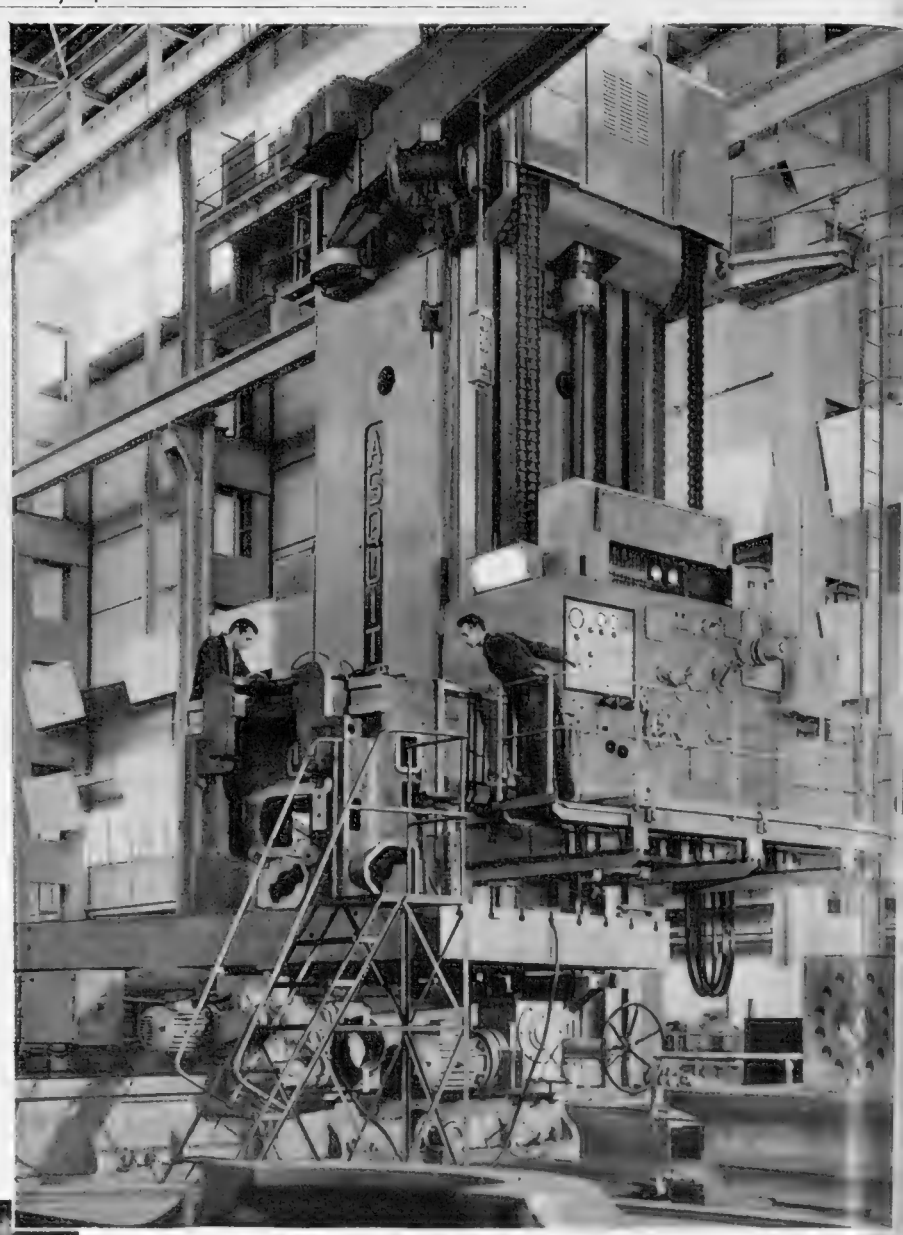
Larne is a good example of the Government's and private industry's efforts in Northern Ireland. The works are a comprehensive manufacturing unit, activities including the production of steam turbine generators from the design stage to final testing. The establishment of a large factory at Larne, formerly a rural area, has affected the living conditions of many people both directly and indirectly. New work was available, but training was required of the men who sought employment. The Government established training centres to give practical experience to potential artisans. In addition Associated Electrical Industries provide training before and during the earlier stages of production. In this way the manufacture of large turbine generators at Larne has been made possible with staff largely from the locality.

The machinery produced varies in capacity from 30,000-kW. to 120,000-kW. generators. The works are now making 120,000-kW. turbines. These are to be sent to Padiham, the Central Electricity Generating Board station in Lancashire, and Buenos Aires.

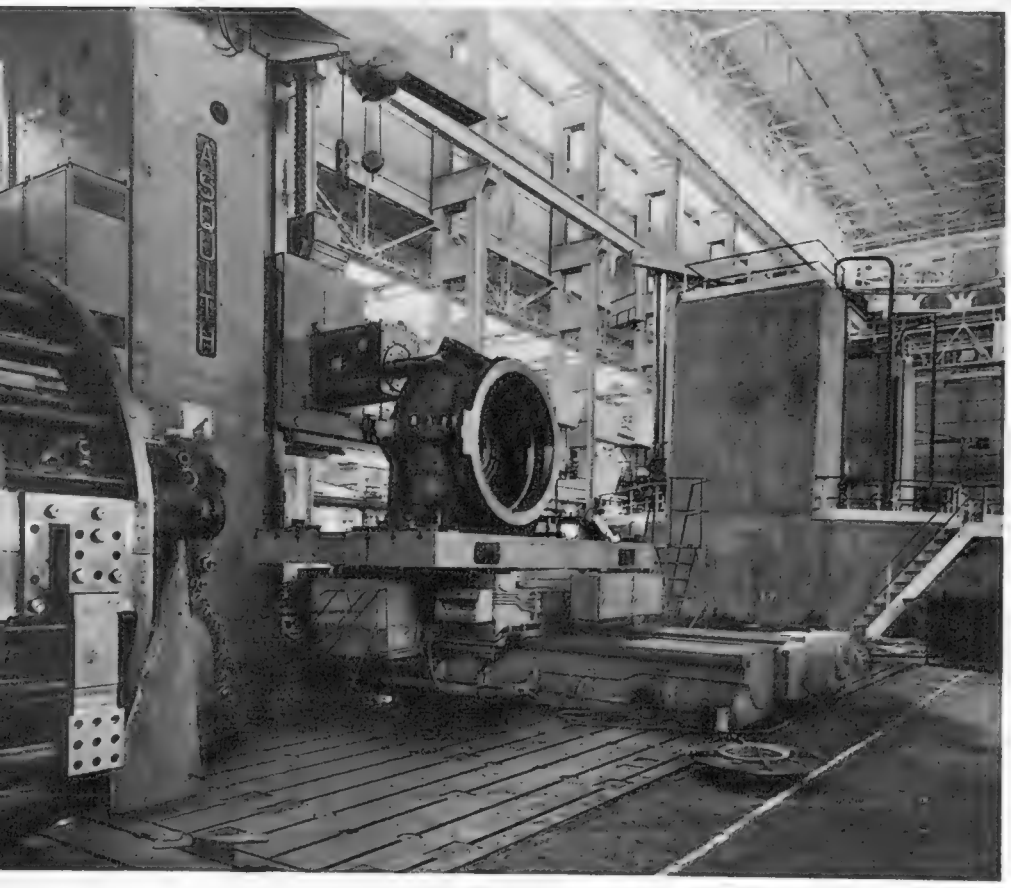


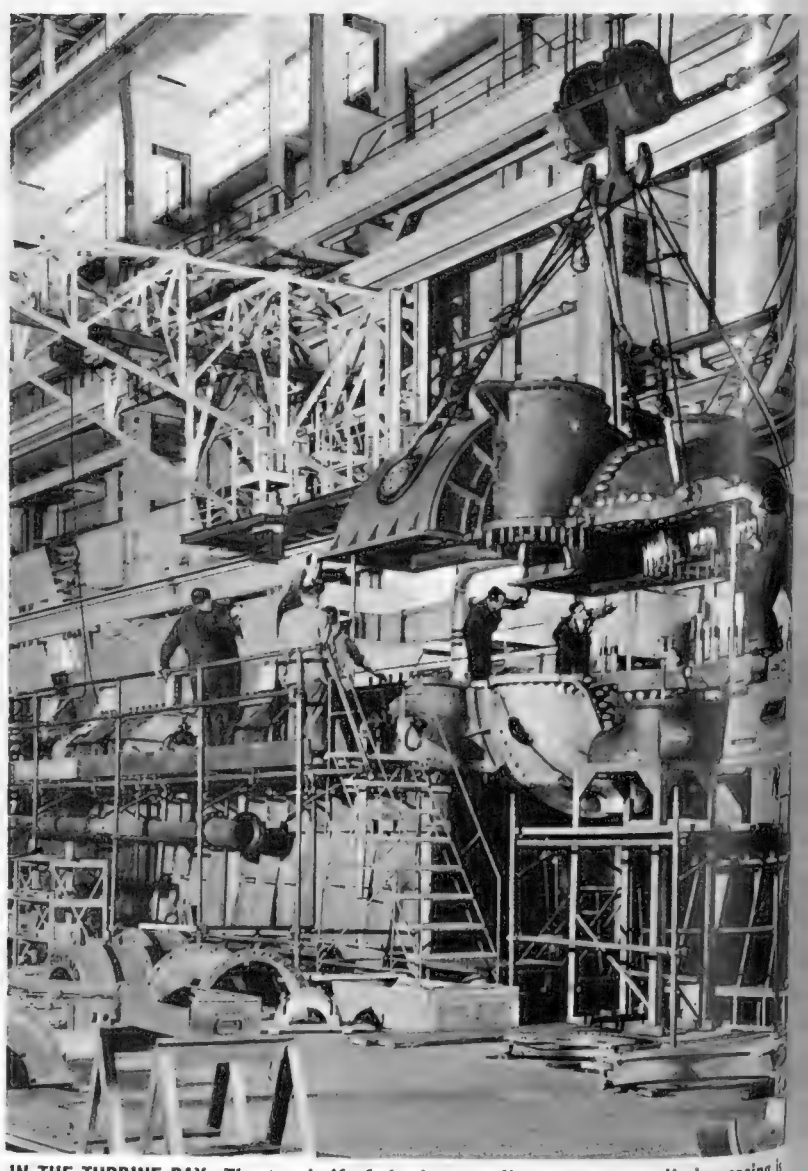
On right—

PRECISION ENGINEERING: In a section of the turbine bay where the generators are assembled for final testing, the clearances on the high-pressure rotor for a 120-mW. turbine are being checked.



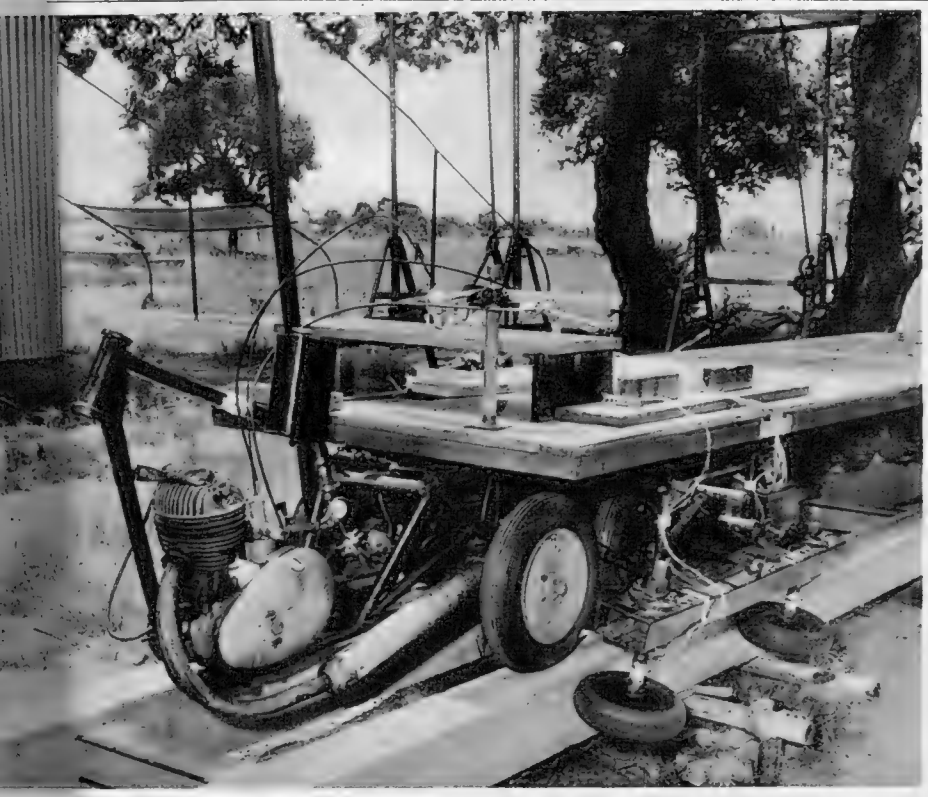
MANUFACTURING A TURBINE GENERATOR: The two engineers are using a large boring and facing machine to shape the governor end of a turbine pedestal. Turbines manufactured by the works at Larne are in use in Britain and overseas





IN THE TURBINE BAY: The top half of the intermediate pressure cylinder casing is lowered into position in the assembly for testing of a 120-mW. turbine. *Left* is a large milling and boring machine, with a turbine exhaust being machined.

PROGRESS IN INDUSTRY AND ENGINEERING—*A Weekly Survey of Achievement in Britain and Overseas*



MODEL FOR A NEW KIND OF RAILWAY: A small two-stroke engine is used to haul the demonstration model of a silent-running train designed by three Southern Rhodesian engineers. The train is mounted on rubber wheels.

A SILENT-RUNNING MODEL RAILWAY

Three engineers in Southern Rhodesia have designed and constructed a silent-running model railway, to be known as the Skyway, which, if it were built full scale, would be capable, so the inventors claim, of approximately 50 m.p.h. It would operate at a cost as low as a 1d. a mile. The locomotive and carriages run on rubber wheels so that the train is silent. It is envisaged that the tracks would be built of concrete, mounted on pillars and about 15 ft. off the ground. Since the tracks would be flat, side wheels have been designed to prevent any lateral movement. The engineers claim that, since the tracks could be constructed alongside existing roads, the railway could be built at a relatively low initial cost. Other advantages would include cheapness of operation and quietness.

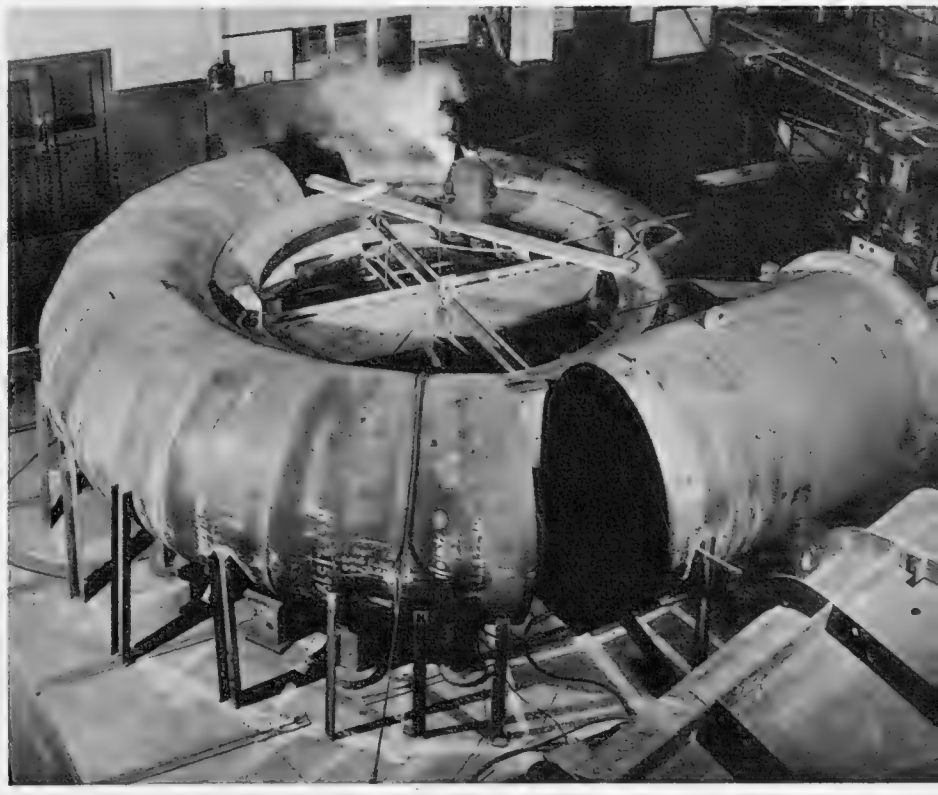
RUNNING AT A HIGH LEVEL: *Left*—The model shows that the track, made of concrete, would be constructed on pillars. The side wheels guard against lateral movement. *Right*—Another model shows the type of locomotive that could be employed. It is in two sections, which can be used separately or together.

WELCOMED ABOARD THE BUS

Mr. E. O. Asafu-Adjaye, the High Commissioner for Ghana in the United Kingdom, shakes hands with Lord Brabazon, the Chairman of Associated Commercial Vehicles, standing on the rear platform of a Routemaster bus. During his visit to the Southall works of A.E.C., Mr. Asafu-Adjaye was accompanied by Mr. J. E. Ampah, Assistant Trade Commissioner for Ghana. With the increasing number of highways being constructed in Ghana, the country is much in the market for new commercial vehicles. It is reported that the Ghanaian Government would like to remodel its bus fleet on that of London Transport.

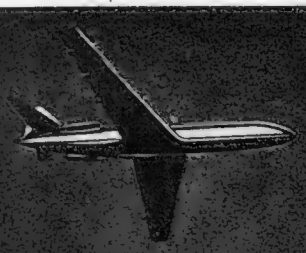
INDIAN ENGINEERS TRAINING IN BRITAIN

Nine electrical engineers from Hindustan Steel Limited are shown round the English Electric Company's Stafford Works. They are looking at one of the large hydrogen cooled turbo-alternators destined for a British power station. During part of their visit, the students also looked at steel mill equipment in the Metal Industries Division. They have come to England for special training with the four electrical companies of the Indian Steel Works Construction Company. Iscon is the specially formed consortium of thirteen leading British engineering companies who signed the contract for the construction of the Durgapur Steel Works in West Bengal, due to be completed during next year.



A SECTION OF A HUGE PUMP TURBINE

Looking like a gigantic man-made seashell is the spiral casing and speed-ring for a turbine. The structure is in the final stages of fabrication at the Netherton works of the English Electric Company. It will form part of a turbine destined for the Ffestiniog Pumped Storage Power Station, in North Wales, of the Central Electricity Generating Board. This is the first major pumped storage scheme to be constructed in the United Kingdom. Altogether English Electric have contracted to supply four pump turbines, each generating 105,000 h.p. The Ffestiniog power station is due to start operations towards the end of 1961.



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The Sphere of Travel

HOLIDAYTIME IN 1960

A Special Annual Section Dealing with Travel Arrangements; Resorts and Places of Interest; Tours by Land, Sea and Air; and Suggestions for Holidays in Britain for Visitors from Overseas

By GORDON COOPER

D-DAY for the travel industry begins on January 1, when a barrage of holiday literature pours forth to entice those who wish to go abroad for a change from their normal routine of living. There is a variety of alternatives to the holiday which is merely last year's holiday twelve months later. There are many ways open to those who wish to forget the worries which should never be allowed to impinge upon a well-planned holiday, but such planning should never be too fixed an affair, for it is often pleasant to change your plans when abroad.

It is now possible to take a holiday in every country of Europe, and even farther afield. The established resorts are constantly bringing out new attractions to maintain their clientele in face of ever-growing competition from some of the countries which have entered the tourist industry in recent years. But some of these latter lands have still some way to go before they catch up in tourist technique with the organisation (especially as regards hotel comfort) of those places that have catered for our tastes, often for generations. A hard bed and unsatisfactory food can often spoil the pleasure of a holiday.

Perhaps the outstanding feature of travel agents' programmes for 1960 is the rapid increase in air flight holidays. Thus in a matter of hours you can reach almost every corner of Europe; and the cost, particularly with night travel, is hardly higher than using overland transport. But do not neglect the latter, for there is often considerable holiday appeal and perhaps more relaxation in travelling to your destination by train. Train services, by the way, have in many cases been speeded up, especially on the long-distance journeys. A warning, however, is necessary regarding your choice of a holiday: it concerns the summer temperatures. In some places, especially in the Mediterranean area, these can be so high as to make sightseeing a rather exhausting business. July and August, the peak months of holidays, are those periods when you should give serious consideration in your planning, for there is nothing that spoils a holiday more quickly than excursions which bring you to a state of utter weariness. For this reason, alternate town and country (or seaside), because a constant length of either tends to pall.

Motoring holidays abroad offer an almost ideal way of exploring a countryside, especially if you do not concentrate on fixed mileages. This may sometimes be difficult, for hotel accommodation can be a problem. But from my own experience the help given by local tourist offices (and these now exist almost everywhere) can assist in getting you fixed up for the night, even though it may not always be in just the kind of place you want. Another development of holiday travel is the chalet camp, where you hire your own private cottage, often beside the sea, and can get meals in the camp restaurant. For information about these camps I suggest you inquire from the national tourist office. A further pleasant form of holiday is to stay in a private house, where you come more in contact with the life of the inhabitants than by staying in an hotel. Certain countries specialise in this kind of summer holiday, notably Greece.

Cruises offer a most delightful form of holiday, for your cabin is your home while you visit a variety of interesting places. Then, if you are not a good sailor, there are holidays on inland waterways. I also deal elsewhere with suggestions for comfortable motor-coach tours which do not rush you around, with a different goal each night—my idea of a nightmare holiday. I hate the idea, for instance, of arriving in Perugia at 8 p.m. and having to leave the next morning at 8 a.m. Yet this is the kind of thing that occurs in some travel agents' programmes. A real holiday, after all, should be a rest and not leave you more tired out than when you left home.

For a perfect holiday, cultivate the habit of interested sauntering and do not hurry. An afternoon spent basking in the sun on a mountain side or watching the boats in a little harbour is not wasted. I am a great loafer in market-places and public gardens and quaysides, where I find particular enjoyment.

Finally, on arrival at any place on the Continent make a first call at the local tourist office. You will find there usually all kinds of helpful literature, while you will find it the best source of independent advice—far better, in fact, than the often biased information supplied by hall porters. Such a visit, too, ensures that you know what 's on in a town or resort, for otherwise it is quite easy to be left in ignorance. I need hardly say that you should not worry too much about your inside. We swallow millions of microbes every minute, and a person who is constantly dosing himself for petty ailments is not likely to make a good traveller.

On the following pages are suggestions for many types of holiday in countries both near and far. In addition there are several ideas for visitors from overseas who are planning to spend a few weeks in Britain. But first I suggest you read carefully the note on choosing a travel agent.

On the quayside at Blanes, fishermen mend their nets. Situated some 40 miles from Barcelona, on the Costa Brava, the small resort has an excellent beach. **SPAIN**

CHOOSING A TRAVEL AGENT

ALMOST everyone going abroad makes use of the services of a travel agent, even if it is only for the purchase of transportation tickets. But here, I am mainly concerned with those holidaymakers who wish to make fuller employment of what travel agents have to offer, for in actual fact much of the success and enjoyment of your holiday hinges on how their share of the contract is carried out. Cases constantly appear in the newspapers about clients who consider they have had an unsatisfactory deal with the travel agent through whom they arranged their holiday—and often the agent wins his case in the courts.

This is usually because the claimant has not taken the trouble to study in advance the terms of the contract. First, then, read through carefully the programme of the tour you fancy, taking particular notice of what extras are embraced. Otherwise you may well find yourself paying out for a number of small items which with some other agent may well be included in the inclusive fare. These small items can mount up to a sizeable sum, so the cheapest initial payment may not be such a bargain in the long run.

Next, study the conditions of booking. This is especially important in case you should have to cancel your booked holiday. Naturally, an agent has to cover himself for necessary expenses incurred, including possibly a payment to the hotel or hotels concerned, for which the client would normally be responsible. But a reliable agent tries to help his customers as far as possible in this respect, even if he himself is out of pocket over the transaction. You can, incidentally, at a small cost insure yourself against loss of deposit.

But the most important piece of advice I can give is to make sure that the travel agent with whom you deal is a member of the Association of British Travel Agents —A.B.T.A. (10, Mayfair Place, W.1)—for they insist upon high standards of ethics, and should you consider you have a legitimate complaint, this organisation will help you sort the matter out without the expense of going to Law. Most reputable travel agents belong to this association.

MOUNTAIN AND LAKESIDE RESORTS OF EUROPE

ALL the great mountain chains of Europe have their own special attractions, and it is really impossible to compare them. Mountain-lovers must exercise their own discretion on where to go. This same qualification applies to those considering lakeside holidays, although here, I think, the choice is clearer.

FINLAND.—It is claimed that there are more than 60,000 lakes in Finland, and most of them offer a haunting lure, even though accommodation may be lacking. Restricting myself to three suggestions, I think first choice should go to the Saimaa waterways, or chain of lakes, using Savonlinna as headquarters. Tours by comfortable, modern lake steamers take you through this labyrinth of sounds and islands. Also in this part of Finland is Lake Pielinen, where at Koli there is a delightful tourist inn, whence there is a superb panoramic view. This is also good walking country. My third selection is Aulanko on the shore of Lake Vanajavesi, where there is a first-class hotel; and from which you can travel by water coach to Tampere, second city of the country.

SWEDEN.—Lake Siljan, in Dalecarlia, is perhaps the most attractive of the many lakes, and at Rättvik there are some good hotels. This district has many old farm buildings, carefully preserved as memorials of an earlier age. There are several large lakes in the region of Varmland, mostly linked with the Göta Canal. Vadstena and Gränna, both on Lake Vättern, are charming resorts. Swedish Lapland, where on Lake Torneträsk there is the plain but adequate Abisko Turiststation, is also worth consideration. From Abisko a marked trail, known as "The King's Way," runs southwards through mountainous country as far as Dalecarlia. Along this route walkers will find simple tourist inns.

NORWAY.—No country in Europe has finer mountain scenery. My own favourite spots, Gratangen Tourist Station and Lyngen, both in North Norway, are rather off the beaten track. But I also consider Romsdalshorn, Elvesaeter, in the Jotunheim Mountains, and Lillehammer delightful. Like Finland, Norway abounds in lakes, and many of the fjords penetrate so far inland that they might almost be considered in the same category. A very pleasant all-day steamer journey I once made took me from the riverside town of Skien, reached by train from Oslo, through picturesque lake-studded countryside to Dalen, a pleasant village in which to stay. Another place in the Setesdal that attracts me is Rauland, near Lake Møsvatn. Mjosa, near which is Lillehammer, is the largest Norwegian lake, but it is not outstandingly attractive.

FRANCE.—The chief mountain chains in this country are the French Alps and the Pyrenees. Also consider the Massif Central, the Jura Mountains, and the Vosges. In the French Alps three outstanding resorts are Chamonix, Mégève and Val d'Isère, but there are many more smaller resorts. In the long length of the Pyrenees, Superbagnères and Font-Romeu are good centres, and I very much like St.-Jean-Pied-de-Port, in the Basque country. For the Massif Central, I can recommend Murols, beside a lake, and Saint-Flour. In the Vosges, Gérardmer with its lake is my first choice, and in the Jura I remember most favourably Mouthier and Les Rousses. Although it is hardly a mountain resort, Champagnole is a good centre for tours of the Jura and is also notable for having one of the nicest hotels in all France. The most lovely lake in France is, without a doubt, Annecy, and the town of the same name is a pleasant spot for a holiday, although gastronomes will prefer nearby Talloires. Aix-les-Bains, near Lake Bourget, is fashionable, as is Evian-les-Bains, on the Lake of Geneva. Beside this lake is Thonon, another pleasant though quieter spot. There are several lakes in the Jura and the only problem lies in a lack of hotels. Clairvaux and Bonlieu, however, offer adequate accommodation.

GERMANY.—The Bavarian Alps and the Harz Mountains are outstanding, and both regions provide many fine resorts. With the former, I think Berchtesgaden is hard to beat for a healthy holiday. Oberstorf, Tegernsee, Schliersee, Mittenwald and the famous resort of Garmisch-Partenkirchen are some other recommendations. In the Harz Mountains, Bad Harzburg and Braunlage are both pleasant mountain resorts, but I prefer the smaller villages in this region, such as St. Andreasberg and Zorge. For those who like a lakeside holiday, I can recommend Schliersee, the Königsee, Prien on the Chiemsee, all in the Bavarian Alps, Meersburg and Lindau on Lake Constance, Hinterzarten, near the Titisee, and Malente-Gremsmühlen on the Dieksee.

SWITZERLAND.—The Matterhorn is my favourite mountain, and so Zermatt is an obvious choice of resort in this part of the country. In the Grisons my leading recommendations are Flims-Waldhaus and Scuol-Tarasp-Vulpera. In Central Switzerland where better than Engelberg? But the Bernese Oberland is really the most scenic part of the country for mountains, and I am convinced that there is no more delightful spot than Mürren. Adelboden is my second choice. Of the Swiss lakes, Lucerne and Lugano surely rank first, although Maggiore and Geneva are close runners-up. Lucerne, Lugano, Ascona and Vevey are my respective recommended resorts. Morat, on Lake Morat, and Neuchâtel, on Lake Neuchâtel, are possibly off the usual tourist track, but both places are very pleasant.

ITALY.—There are no mountains in Europe more spectacular than the Dolomites. Here Cortina d'Ampezzo is the queen of resorts, and there are many ot which are quite enchanting. Then there are montese Alps and the Aosta Valley, where mended resorts are Limone and St. Vincent re The mountainous Abruzzi is also worth consider here Scanno beside its lake is peculiarly attracti lover of Italy has his own favourite lake. For think Maggiore is the finest, and I prefer P Stresa as a resort, possibly because the latter is Off the beaten track is nearby Lake Orta. It has a atmosphere and Orta is a pleasant little town in stay. Bellagio, on Lake Como, and Sirmione, Garda, can be confidently recommended.

AUSTRIA.—Like Switzerland, it is quite imp do more than offer a few suggestions for thi holiday land. For mountains, it is hard to find better than the Tyrol and Vorarlberg. In th province my favourite resort is Ober-Gurgl, a latter there is the rather remote Gargellen. Hin the Little Walser Valley, is superb, but the only to this detached part of Vorarlberg is by way of O in Bavaria. Austria is particularly rich in reso combine lake and mountain scenery. All the la Salzkammergut come into this category, and the lakes. Favoured resorts are Traunkirchen on the Hallstatt on the Hallstättersee, Alt-Aussee on Ausseersee, Pörtschach on the Wörthersee, O the Ossiachersee, and Neusach on the Weisse highest of the Carinthian lakes. Bird-lovers will to interest them in the Neusiedlersee (Burgenland only hotel accommodation there is on an artifi near Morbisch.

YUGOSLAVIA.—Slovenia, the northernmos in the country, offers the finest mountain scener the best-known places is Bled, whose beauty is by its adjoining lake. Lake Bohinj nearby is rival to Bled, and its surroundings are gran rugged and less sophisticated. Sv. Janez, a sm is recommended. The southern part of Yugosl very mountainous, especially in Montenegro, conditions there are still rather primitive. Cetin a rather dull town, is a good centre for some I am ecstatic about Yugoslavian lakes. I have any lakes in Europe lovelier than those of Plitv there is also an excellent hotel. These lakes, by cascades and waterfalls, lie amid wooded they will delight every lover of natural beauty. donia there is Lake Ohrid, famous for its medie tine churches, while the town of Ohrid is a museum piece. Particularly delicious are the Ohrid, by the way, can be reached by air from or Skopje.

AL

Below—

SWITZERLAND: *The slopes of Mou the side of Lake L dotted with villas In the backgroun left is Mount Sa*

The little island of Giglio, off the Tuscan coast, has a small fortress-like village built of grey granite. A motor vessel makes daily trips to the island from Porto Santo Stefano, on the mainland.

HOLIDAYS ON ISLANDS

ALY :

AM a true island-lover, and nothing fascinates me more than to stand upon land surrounded by glittering ter. But it is not easy for me to decide which islands write about: there are so many thousands of them ted around the coasts of Europe. In making a short I have, therefore, picked on most of my favourites, ne of which can be termed escapist haunts. But all islands have to be small, otherwise you may feel you on the mainland. To me—as a Scot, perhaps—the st beautiful of all European islands is Skye, which ers an unexcelled and varied selection of delicate ours in its mountains and seascapes. I love, too, etland and Arran, with Mull as a fourth choice. Then, England there are the islands of Sark (Channel Islands) d Tresco (Scillies), both practically immune from motor ffic. Incidentally there is a new hotel in Tresco.

FINLAND.—The Aland Islands lie between the inland and Sweden, and during the summer they are y popular with Swedish visitors. This is the last me of the windjammers, and many retired sea captains e in Mariehamn, the small old-world capital of this th province of Finland. There is an impressive natural uty, with outcrops of rock dotted round the main nds. In summer the sea is a clear, deep blue. The mate is ideal, approximately Central European, yet the is never so enervating as in more southern latitudes.

NORWAY.—The Lofotens are perhaps best-suited to rugged holidaymaker, but they have an insidious charm the artist and the bird-lover. Svolvaer is the main tre and it has adequate accommodation; there is easy ess from Narvik. Outstanding are the atmospheric ects, especially at dusk when the jagged-edged mountains, shed with a flame colour, seem to be a range of phantoms.

SWEDEN.—Gottland, with its capital Visby—the City of Ruins and Roses "—brings back many memories its former importance as a stronghold of the early ths (hence the island's name) and later of the Hanseatic ague. Visby's many-towered medieval walls are perfect, ile the island offers great scope for the archæologist.

DENMARK.—The Baltic island of Bornholm is candinavia in miniature." Easily reached from Copenen, it has a supreme charm. Gudhjem (" God's me ") is a recommended centre. Nearby are some rious cliff walks.

GERMANY.—The seven East Frisian islands have superb sands, and they are all well organised for summer entertainments. In most cases they have bird and nature reserves, and Baltrum has seal banks. Farther north is the island of Sylt, with Westerland as its main resort. There are miles of fine sands. Heligoland, with its wonderful air, its bird life and its red rocks, can also be recommended. It is accessible from Cuxhaven and Bremerhaven.

HOLLAND.—Texel is a wonderful spot for those who seek innumerable sand dunes and wonderful sea air. Here are gulls in incredible hordes, as well as many other birds which make this lonely spot their sanctuary. The bathing is excellent, and from De Koog, the only resort of any size, mainland Holland is easily reached.

FRANCE.—Most of the French islands lie off the coast of Brittany, and they are little known to travel agents. My favourite is Bréhat, reached from Paimpol, which has a sub-tropical climate so that mimosa, aloes and other warm-climate plants grow there. The rocky coast is cut into fantastic shapes. The hotels are modest and it is ideal for those who wish to get away from the beaten track. Then, for the true escapist, there is Ouessant, where curious customs are still maintained. It is a desolate spot, but it has an insidious appeal. Off the Atlantic coast of France, one of the most delightful islands is Oléron, with a sub-tropical climate. The principal resorts are Saint-Trojan-les-Bains, Le Château, Boyardville, and Saint-Denis. There is ferry access from Rochefort on the mainland. Off the French Mediterranean coast there are the three Iles d'Hyères, of which Port-Cros and Porquerolles are both delightful spots for a peaceful holiday. The third island is a nudist colony.

PORTUGAL.—The Berlengas, rising from the sea like teeth, are the only inhabited islands off the Portuguese coast. On the largest island of the group there is a small, comfortable parador (state inn). There is nothing to do there except to stand and stare.

SPAIN.—This country lacks off-coast inhabited islands. The Canaries, however, rank as part of metropolitan Spain, and anyone seeking an unusual holiday might well try one or other of the lesser-known islands of the group. Lanzarote and La Palma (not to be confused with Las Palmas) are my recommendations, for each has an attractive parador and is extremely interesting.

ITALY.—While Capri and Ischia are two of the best-known holiday islands in Europe, Italy has many other islands available for holidaymakers, although except for Elba the accommodation is not luxurious. Giglio, Procida (the " Cinderella " of Capri), Ponza and the Liparis are all good suggestions for the adventurous. Off the east coast are the tiny Tremitis, which are quite unknown to any travel agent and have not even a brochure to indicate their cloistered simplicity. In any case, the lodging conditions there are almost primitive, although this rarely deters the true traveller. In contrast there is the ultra-luxurious Lido of Venice, with its world-famous beach (though by no means the best in Italy), fashionable hotels, and Casino. Scattered in the vicinity are the smaller islands of Murano, Burano and Torcello. Only the last named, however, can be recommended for those seeking a quiet holiday in quite romantic surroundings.

YUGOSLAVIA.—Here the holidaymaker has a wide variety of choice. Of the thousand-odd islands, Rab is perhaps the most famous. The old walled town is very attractive, and you obtain there a good idea of the character of Dalmatia. There is a minimum of motor traffic and transport is almost entirely by boat. This is a very popular resort with German tourists. Farther south, near Sibenik on the mainland, there is the pretty island of Zlarin where national costume is still worn. Then come the islands of Hvar (mild climate) and Korcula, both being popular with British visitors. Finally in this potted account, there is, south of Budvah, the curious, tiny isle of San Stefan, which is reached by a causeway and where a former fishermen's village has been converted into a holiday camp. The whole settlement has been changed without impairing its character, and each house or flat, furnished in typical style, is complete in itself.

GREECE.—Rhodes, Crete and Corfu are islands of fair size, and all are interesting, especially Crete. Rhodes and Corfu, however, offer the best hotel accommodation. Among the much smaller isles, I would recommend Aegina, Spetsae and Mykonos, while Paros, Santorin, and Eubœa are worth considering. I would also give a special recommendation to Skiathos, where accommodation can be obtained (through Oceanways Limited) in first-class private houses. The beach is superb.

TOURING WITH TRAVEL AGENTS

EVERY year most travel agents endeavour to find fresh resorts and tours with which to tempt holiday-makers. With the development of air travel it is now feasible to visit places which a few years ago were only reached by journeys often taking days. Here I give a brief list of the more important travel agents' discoveries.

THOS. COOK AND SON LTD.—"You always feel safe with Cook's" might well be the slogan of this world-famous travel agent, whose uniformed representatives are to be found in so many main railway stations and ports. Apart from this feeling of security, Cook's have introduced a number of new resorts into their 1960 programme, while, in addition, the independent traveller can make all his travel arrangements with them. Worth noting, too, is the convenience of Cook's Travellers Cheques, which if unfortunately lost or stolen are immediately replaced—with banks you must wait for some weeks to elapse. Then there is their Autotravel department which can be of great help in planning an independent motoring itinerary and making the necessary arrangements en route.

B.E.A.—One of the most attractive travel brochures is that issued by British European Airways, but reservations for the all-in holidays they offer can only be made through travel agents. Giving access to most countries in Europe, I like especially their flights to Klagenfurt, within easy reach of the enticing Wörthersee and its gay little lake resorts—Velden, Pörtschach and Maria Wörth; and to Greece, by Comet 4B, taking under four hours for the trip, with opportunities to visit some of those wonderful places you have often longed to see. The new, low night-tourist fare is only £84 12s. return. Package tours at most reasonable prices are also available to Athens, Rhodes and Corfu.

HORIZON HOLIDAYS LTD.—This is another firm that caters for the unusual holidaymaker. Corsica, Tangier, Minorca, are included in their brochure, while innovations include holidays at the Sicilian fishing village of Acitrezza, and at the Yugoslavian centres of Crikvenica and Novi. A new resort on the Adriatic is Gabicce Mare, a most delightful spot which I recently visited and can recommend.

HICKIE BORMAN LTD.—This specialist firm in Yugoslavian travel offers various cruises along the Dalmatian coast and into the Ægean, while their tour of Yugoslavia embraces Ljubljana, Zagreb, the superb Plitvice Lakes (perhaps the loveliest spot in Europe), Split, and Dubrovnik, as enchanting a walled town as any in Europe.

WINGS LTD.—This firm which arranges holidays entirely by air is, in my opinion, the most efficient and reliable of the smaller firms. I would especially commend their choice of couriers, an important factor in the success and enjoyment of a holiday. At random from their informative list I note they offer fortnight holidays in Laigueglia (Italian Riviera), Hammamet (seaside resort near Tunis), Castro Urdiales and Laredo (Atlantic coast of Spain), Cala San Vicente (Majorca), also local coach tours of several countries, including Greece, Portugal, Sicily and Southern Spain.

LAMMIN TOURS LTD.—This is another reliable firm which specialises in high-class motor tours. In 1960 Lammins offer three tours of outstanding interest: an autumnal tour to the Eastern States of the U.S.A. and Canada; a Russian tour from the Baltic to the Black Sea, including Leningrad, Moscow, Kiev, and several rest days at fashionable Yalta; and an unusual tour to Morocco, where in addition to the main cities a visit is made to the oases on the Sahara side of the high Atlas Mountains.

GREECE *The sun bathes the island of Rhodes. The view is from the Palace of the Grand Masters towards the port of Mandraki*

ERNA LOW TRAVEL SERVICE LTD.—This is a reliable firm which offers holiday opportunities away from the beaten track. This summer, for instance, there are holidays on the island of Ponza, Vulcano (Æolian Islands), two tours to Finland, one including a cruise on the Finnish lakes and the other combined with a visit to Leningrad and Moscow, a wine-tasting tour of the Oporto region, and a party for the Olympic Games in Rome. In addition, Erna Low has Teenagers' Parties, Family Parties, and House Parties in various resorts at home and abroad. Altogether, a study of this firm's brochure is a tempting experience, and I can vouch for the competence of their arrangements.

C.I.T.—This specialist firm for Italian travel operates various tours by CIAT coaches (referred to elsewhere), while there are also rail tours. New centres in their 1960 programme include Varezze and Noli on the Ligurian Riviera, Cesanatico on the Adriatic Riviera, Fregene, a fashionable seaside resort near Rome, and Sant' Agata, situated on the range dividing the Gulf of Naples from the Gulf of Salerno, an ideally placed resort from which to make excursions into the Sorrentine peninsula. Worth noting, too, are some mid-season rates mainly applicable from mid-June to mid-July at certain resorts.

MOTORWAYS LTD.—This firm specialises in luxury motor-coach tours throughout Europe. Their Grand European Motorway, for instance, covers six countries in thirty-three days, and it allows time for proper sightseeing in the important centres; the cost is 235 gns. Their Leisurely Swiss Motorway occupies fifteen days, at a cost of 95 gns. There is also their twenty-five- day Russian, Finnish and Russian Motorway, twenty-five days for 192 gns.

WORLD SPORT AND TRAVEL LTD.—This firm specialises in open-air sporting holidays. They have sailing holidays, for instance, at Hanko, the "Cowes" of Norway, both for beginners and experts. There is a Water Sports Holiday Centre on the island of Giglio, in Italy, and they have pony-trekking holidays and sailing holidays in Scotland. This firm also makes hotel bookings in Rome during the period of the Olympic Games.

W.T.A.—An old-established but most enterprising firm, and one I can confidently recommend. One of their special features is Family Centres; although they are not holiday camps, they are friendly and social, and especially useful for those with children. This firm has likewise a number of Guest Houses set amid beautiful scenery, and where the charges are moderate.

HAROLD INGHAM LTD.—This firm specialises in Pilgrimages and Educational tours. It organises Musicians' Parties for festivals, as well as Language Parties. Read their brochure for further information.

F. AND W. INGHAM LTD.—I always feel I can recommend this specialist firm for Austrian travel, for I have yet to hear of any complaint. Austria is the chief holiday country, but they also cater for clients wishing to see Italy and Germany. They will also book seats for the Oberammergau Passion Play, without a stay for the night in the village; but it must be combined with a holiday in a nearby Austrian centre.

MILBANKE TRAVEL LTD.—Flair Holidays cover many of the popular resorts in Europe. This year there is also available a visit to Alghero, in the lovely island of Sardinia; and in Yugoslavia they offer a two-in-one holiday, with a week in Opatija followed by a week on picturesque Lake Bled.

FOURWAYS TRAVEL LTD.—Specially worthy of note in this firm's 1960 brochure of air and coach tours is their Byzantine Tour. This takes you through Austria and Yugoslavia to Turkey and Greece. Among the interesting places of call are Zagreb, Dubrovnik, Split, Lake Ohrid, Sofia (Bulgaria), Olympia and Delphi; and Athens, Belgrade and Istanbul. This thirty-five-day tour costs 320 gns.

FORTNUM AND MASON.—This new travel agency has surely the most attractive office of any in Britain. Here, over coffee, tea or a light lunch you can plan your trip, with every travel facility available. This firm offers personal credit facilities: over nine months. All you need is a banker's order. There is no deposit or interest.

TRAVEL COUNSELLORS.—Appealing especially to young people, this firm represents the Club Méditerranée which has holiday camps in many attractive spots beside the Mediterranean.

IN FAR-AWAY PLACES

BARBADOS *The sea washes up close to the chalets and villas on one of the beaches of the famous coastline.*

WITH the considerable increase in the travel allowance those who can afford it have a much wider range of holiday goals than ever before since the war. Nearest home the countries behind the Iron Curtain offer a novelty appeal. Several travel agents are operating tours that include Russia, some of them being by coach. Progressive Tours are the specialist firm for Russia, Rumania, Bulgaria, Hungary and Czechoslovakia. The only eastern country missing this year in their programme is Albania, where tourist restrictions make things difficult. A rather unusual tour this firm has on offer is by coach from London to Moscow, the return transportation fare being only £38 10s. Food and accommodation have to be paid for separately, but as tented camps are being used the daily cost all-in should not exceed 15s. Arrangements are, of course, made in advance for accommodation in these new Russian camps, and in view of their economy this scheme should appeal to the young and the hardy. In Moscow certain excursions are provided without further cost. For Poland, the specialist firm is Fregata Travel, and they offer round tours as well as holidays in fixed spots.

This year should see a considerable increase in Britons visiting the U.S.A. and Canada. Both Cook's and the American Express have organised tours, but I suggest that travelling around by Greyhound Bus is an excellent way of seeing the States. Tickets and information are available from the American Express. Alternatively, it is feasible to buy a second-hand car in New York, follow your own desired itinerary or one drawn up for you by the American Automobile Association, and then sell your car at the termination of your holiday.

While some tours to the Middle East countries are available, I think temperatures will be too high for reasonable sightseeing. But if you are able to take an early holiday, then the two unique tours offered by Wings during May should not be too oppressive. They embrace places of interest in Lebanon, Syria, Jerusalem (Jordan side), and Petra, the "rose-red city half as old as time." This fascinating air tour also includes visits to Athens, Rhodes, Crete and Pisa. At 154 guineas it seems to be a travel bargain. Although Turkey has not yet been developed as a tourist land it is still a country of great appeal. Oceanways, however, are making a start at running organised tours there, and a week's inclusive tour, from Athens back to Athens, costs only £49 10s.

Much farther afield are South Africa and the Federation of the Rhodesias and Nyasaland. During our summer it is their winter—but not the kind of winter we have in Britain, for week after week there is constant sunshine, with fresh nights, but rarely very cold except at high altitudes. The Union-Castle offer excursions out to South Africa at reduced fares during this period.

Further suggestions are holidays in Australia, New Zealand, India and South America. Then, of course, in the Mediterranean there is Malta.

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SOURCES OF INFORMATION

WHILE your travel agent should be able to answer most queries concerning the mechanics of travel, there may be other matters on which you require information. When in doubt, get in touch with the official information office of the country concerned. Here are their addresses in London:

Austria	219, Regent Street, W.1.
Belgium	167, Regent Street, W.1.
Czechoslovakia	45, Oxford Street, W.1.
Denmark	2/3, Conduit Street, W.1.
Finland	Finland House, Lower Regent Street, S.W.1.
France	66, Haymarket, S.W.1.
Germany	6, Vigo Street, W.1.
Greece	195/197, Regent Street, W.1. (Opening shortly.)
Holland	38, Hyde Park Gate, S.W.7.
Iceland	161, Piccadilly, W.1.
India	28, Cockspur Street, S.W.1.
Israel	59, St. James's Street, S.W.1.
Italy	201, Regent Street, W.1.
Luxembourg	167, Regent Street, W.1.
Norway	20, Pall Mall, S.W.1.
Malta	24, Haymarket, S.W.1.
Portugal	20, Regent Street, S.W.1.
Spain	70, Jermyn Street, S.W.1.
Sweden	52, Conduit Street, W.1.
Switzerland	458, Strand, W.C.2.
U.S.S.R.	Intourist, 314, Regent Street, W.1.
Yugoslavia	143, Regent Street, W.1.

For Andorra, Gibraltar, Liechtenstein, Monaco and San Marino, it is necessary to write to their respective National Tourist Offices in Andorra-la-Vella, Gibraltar, Vaduz, Monte Carlo and San Marino.

DIRECTORY

American Express, 6, *Haymarket, London, S.W.*1.
Association of Pleasure Craft Operators and Inland Waterways, Braunston, Rugby, Warwickshire.
Autotravel, see under Thos. Cook.
ATESA, inquire from your travel agent.
*Bergen Line, Cockspur Street, S.W.*1.
British Waterways, 166, *Euston Road, N.W.*1.
C.I.T. (also C.I.A.T.), 10, *Charles II Street, S.W.*1.
Thos. Cook and Son Ltd., 45, *Berkeley Street, W.*1.
Cornelder's Travel, 114, *Shaftesbury Avenue, W.*1.
Europabus: Continental Road Services, 26, *Old Bond Street, W.*1.
European Yacht Cruises Ltd., 36, *Edgware Road, W.*2.
Fairways and Swinford Ltd., 10, *Hanover Street, W.*1.
Fortnum and Mason, 181, *Piccadilly, W.*1.
Fregata Travel Ltd., 122, *Wardour Street, W.*1.
French Railways, 10, *Haymarket, S.W.*1.
Fourways Travel Ltd., 7, *Woodstock Street, W.*1.
Hickie Borman Ltd., 24, *Charles II Street, S.W.*1.
Horizon Holidays Ltd., 17, *Hanover Street, W.*1.
Informal Travels Ltd., 45, *Queensway, W.*2.
F. and W. Ingham Ltd., 26, *Old Bond Street, W.*1.
Harold Ingham, 15, *St. John's Wood, Harrow, Middlesex.*
Lammin Tours Ltd., 67, *Blenheim Terrace, N.W.*8.
*Linjebuss: U.K. representatives, Brinor Travel Service, Marlow House, Lloyds Avenue, E.C.*3.
Erna Low Travel Service Ltd., 47, *Old Brompton Road, S.W.*7.
Milbanke Travel Ltd., 164, *Piccadilly, W.*1.
Motorways Ltd., 47, *Piccadilly, W.*1.
National Trust for Scotland, 5, *Charlotte Square, Edinburgh*, 2 (*for spring cruises visiting Scottish gardens, castles and islands*).
Oceanways Ltd., 23, *Haymarket, S.W.*1.
Pickfords, 205, *High Holborn, W.C.*1.
Progressive Tours Ltd., 100*a*, *Rochester Row, S.W.*1.
Robertsons (Lerwick) Ltd., Alexandra Wharf, Lerwick (for Faroes).
Royal National Foundation, 9, *Filellinon Street, Athens, Greece (for accommodation in private Greek houses).*
Scotia Transport, 54, *Bothwell Street, Glasgow, C.*2.
Stelp and Leighton Ltd., 9/13, *Fenchurch Street, E.C.*3.
Swan Tours, 260, *Tottenham Court Road, W.*1.
Travel Counsellors, 139, *Kensington High Street, W.*8.
Wings Ltd., 48, *Park Road, N.W.*1.
*W.T.A., Gillingham Street, S.W.*1.
World Holidays Afloat, 114, *Shaftesbury Avenue, W.*1.
World Sport and Travel, 198, *Sloane Street, S.W.*1.

HOLIDAYS BY SEA, ROAD AND RAIL

IT is a little difficult to know where to begin with the large programme of holidays afloat which will be available in 1960. Both the Royal Mail Lines and the P. & O. are featuring a considerable number of cruises, with calls at many interesting ports. Your travel agent can supply brochures. Worth noting is that the P. & O. has one cruise leaving on April 30 to the West Indies. Then there are a couple of cruises by the Orient Line in the Mediterranean. The *Oranje* of the Nederland Line has a programme of two summer cruises in the Mediterranean, and the *Homeric* (Home Lines) is cruising in northern waters.

From Genoa there are Mediterranean cruises by Italian ships, including one on a luxury boat, with accommodation limited to forty persons. Particulars from Informal Travels. This firm, a specialist in sea travel, also offers interesting and economical round-trips to the Canaries, either direct from London or from Barcelona. For luxurious travel, the cruises by the Bergen Line's *Meteor* should appeal. In the spring this ship voyages among the Greek islands and to ports in the Middle East, and there is also a summer programme, with visits to northern waters and ports.

As usual, there are the cultural cruises to Greece and the Eastern Mediterranean arranged by Swan's and by Fairways and Swinford; and for teachers, students and the young at heart there are individual and conducted party tours in these waters arranged by Oceanways, a firm specialising in holidays in this part of the world. I like, too, their Easter Classical Tour, from Venice back to Venice, which brings you to many of the finest sites. The fares are reasonable.

This summer the *Duke of Lancaster* (British Railways) will again be carrying out short cruises to the Dutch, Belgian and French coasts, and a Scottish cruise among the Western Isles. Then there are week-end cruises by the *Falaise* to French Channel ports. Floating holidays off the Dalmatian coast are alluring. Here Hickie Borman offer an attractive cruise, while Putnik in Zadar has several 70- to 80-ton motor sailing-boats which make leisurely cruises along the old Pirate Route, calling at various islands. Fishing expeditions in these waters are also available. For those who like holidays at sea by passenger-cargo boats the facilities are usually excellent value for a quite moderate outlay.

For those holiday-makers who prefer sailing on inland waters, one of the best recommendations is a trip along the Rhine. In this connection it is best to study the brochures issued by Yacht Holidays, European Yacht Cruises, and Cornelders. World Holidays Afloat has available for charter 4-6-berth diesel yachts on the Marne, in the heart of the French wine country; and, in addition, they offer facilities for "messing about" with boats in Denmark, Holland and Cornwall. Holidays on the inland waterways of Britain can be arranged, and first steps in this direction might best be effected by getting in contact with either the Association of Pleasure Craft Operators on Inland Waterways or British Waterways. For the Norfolk Broads there is Blake's. A leisurely Thames cruise is possible with European Yacht Cruises.

YUGOSLAVIA *At the far end of the calm waters of Lake Bohinj, in Slovenia, rises the plain white tower of the Church of St. Janez. Lake Bohinj is in the Alps, at the extreme western end of Yugoslavia.*

AFRICA *The Union Castle liner*, Kenya Castle, *is seen at anchor at Dar es Salaam.*

Turning now to trains, I think Italy is perhaps the most interesting country for this kind of travel. C.I.T. can arrange special tours between its cities, or, if you wish, to the lesser-known but fascinating places, such as Verona and Ferrara, Perugia and Assisi, Orvieto and Bologna. But in whatever country you think of planning a train tour it is advisable to find out about fare concessions, for they can give you the pleasure of being able to wander round at will.

Lastly, travel by bus. There are hundreds of coach tours available, but they often have the serious defect of trying to cover too much ground in the allotted time; but there are firms which do give their clients leisure in the more important towns of call. In considering a coach tour keep this in mind, otherwise you may well end up your holiday with a confusion of memories and possibly in a state of exhaustion.

There are certain regular coach services which enable you to do your own planning, so that you can arrange stop-overs at will. The most important of these services is that provided by Europabus, for they have a network covering most of Western Europe. Then there are the excellent Linjebuss coaches, which operate on similar lines, while you can arrange for a ticket covering meals and accommodation in addition to transportation. In Spain, there are the ATESA tours, while for Italy there are the excellent C.I.A.T. circuits; they offer a delightful way of visiting the famous cities and sights, either without a break or with one so that you can follow on by a succeeding coach. Your travel agent can supply information about all services on this page.

GOING ABROAD FOR A MOTORING HOLIDAY

While motoring abroad is an excellent way of seeing the country of your choice and is also an excellent form of transport for the first-timer, there can be minor difficulties to be faced. If you are a member of one or other of the big motoring organisations then they can help you a lot, not least in making the necessary arrangements for the transport of your car across the Channel and home again. Cook's Autotravel Department and R.A.C. Travel Service (not restricted to R.A.C. members) can also be recommended in this connection. Generally speaking, essential travel documents for car drivers are now much simplified. Most European countries (and Portugal is now included) are satisfied with a British driving licence, otherwise an international driving permit (obtainable from the R.A.C. or A.A.) is required. Make sure before you leave about any special regulations regarding fitments (notably lights).

Personally, I think that if you want to go far afield, say Greece, Portugal, Spain or Southern Italy, it is preferable to rent a self-drive car on the spot, rather than to have to drive long distances, often in great heat, to reach your touring ground. Except for Yugoslavia, there are car hire organisations in every Western country, and the appropriate national tourist offices can supply you with the names and addresses of such firms. Often, too, you can arrange to pick up a car at one city and hand it over at another on the completion of your tour. B.E.A. and French Railways both have their own car hire plans.

Having motored in most countries of Europe, I would say that all have good roads, except parts of Yugoslavia and northern Greece. There the conditions can be bumpy, but not actually impassable. Still, it is recommended that before you set out on a long stretch of unknown country you make inquiries first at the local tourist office about the state of the road to be covered. Learn, too, in each country the words designating a motor mechanic.

Many motorists on holiday abroad like to camp and to have some picnic meals. If camping, then plan your packing carefully, otherwise you may have needless confusion. A good scheme is to have feeding materials in the boot, tent and sleeping gear on the back seat and luggage on the roof top. Do not forget to take a D.D.T. spray, for insects can be troublesome in some camps. For eating out of doors you need some form of fitted basket. An electric kettle to connect to your battery a short while before you stop is a pleasant luxury, also a collapsible table and chairs. While you can usually buy your food as you go it is wise to carry with you an emergency reserve: tins of coffee, milk and corned beef or sardines, together with sufficient tea for your holiday. Cake and chocolate are both expensive abroad, so a large fruit cake in a biscuit tin, with a collection of chocolate bars, should be taken.

I take a selection of large-scale maps and guides for the region to which I am going, suitable hotel guides, such as the Michelin or the *Guide des Relais Routiers* for France, camp-site guides, a sensible phrase-book, a small notebook, and some reading matter. A copy of *Europa Touring*, published by Hallwag, can also be helpful, for it includes road maps, street plans and useful guidebook information. Finally, if taking your own car abroad, obtain from the manufacturer a list of their accredited agents, and should repairs be necessary, you can arrange for payment to be made on your return home.

A BRITISH HOLIDAY

Suggestions in England, Wales, Scotland and Ireland for the Visitor from Overseas

THE beauties of Britain only show themselves to those who have taken the trouble to read in advance about the places which they think they would like to see. For, after all, a lively historical imagination is the greatest aid to understanding atmosphere and character. London comes first with most overseas visitors, and it makes an excellent base for further excursions. In the capital I always suggest a preliminary tour by one of the special L.T.E. buses, for this enables you to orientate yourself and to decide which places merit further inspection. Yet most of the worthwhile places are all too easy to miss, and can only be found by the industrious explorer on foot.

A trip by river-boat up and down the Thames is rewarding: to Hampton Court in one direction, and to Greenwich in the other, not forgetting an inspection of the entrancing *Cutty Sark*, which lies close to the pier, at Greenwich. Worth noting, too, is that there is a pleasant restaurant in Greenwich Hospital, whose museum is fascinating. Then, when you are feeling tired, spend a quiet afternoon in Kew Gardens, most characteristically English of all gardens, and when you are there make sure you see Kew Green and the Dutch House, the home of George III, which stands in the Royal Botanical Gardens.

Farther afield are Penshurst and Knole; the latter is, I think, the most attractive of all England's stately homes. There is also Hatfield, with its outstanding historical appeal. Either Oxford (with Blenheim) or Cambridge (with Ely) should not be missed. The former is most delightfully reached if you go by Salter's steamer from Windsor. Windsor, too, must surely be included in an itinerary.

To get the best impression of the beauty of the English countryside, springtime in Kent, with Canterbury as the goal, the Shakespeare country around Stratford-upon-Avon and the Wye Valley are hard to beat—especially the last-named. Here either Ross-on-Wye or Monmouth are recommended bases from which to tour this loveliest and most varied of valleys. I feel that the Wye Valley is preferable to Cornwall, despite its spectacular coastal scenery, but I have a strong hankering after Dorset, most unspoilt of English counties, and Suffolk, with its superb "wool" churches. For those in search of the perfect, typical English inn I think there is nothing to beat the Swan in Lavenham. This is a Trust house, and I have known visitors quite content to spend a holiday in England touring round these excellent establishments.

For coastal resorts the visitor from overseas should decide first which county he would like to visit. The next stage is to write or telephone the Town Clerk or Publicity Officer of the resort chosen for an illustrated brochure and list of hotels.

DORSET:

Behind the slate and thatched roofs of the ancient town of Shaftesbury lie the fields and woods of the vale of Blackmore. The town is situated on the crest of a wooded scarp which rises out of the vale. Its situation made it a prized site through the ages; it was the ancient British Mount Palladour and subsequently a Roman camp. The town once boasted an extremely wealthy abbey, part of the remaining buttressed wall of which can be seen (right)

On left—

KENT:

The village of Smarden in the Weald possesses many timber-framed cottages and farmhouses. Its church is known as "The Barn of Kent," by reason of its roof and the great width of its fourteenth-century nave

In Wales, the Lleyn Peninsula is my favourite spot, with Aberdaron as the goal. There is no part of Britain which is more intensely individual. You might care to see Snowdonia, of which George Borrow wrote: "There is no region more picturesquely beautiful than Snowdon, a region of mountains, lakes, cataracts, and groves, in which Nature shows herself in her most grand and beautiful forms."

Scotland is a country where selection is difficult. Edinburgh is, without doubt, the main centre of appeal, and from it the lovely Scott countryside and the Trossachs are easily reached. But for those who want to get off the beaten track there is the romantic corner of south-west Scotland, where lovers of R. L. Stevenson and S. R. Crockett will be in their element. Skye is, as I have written elsewhere, the most fascinating island in the world, while I think a visit to Orkney and Shetland offers great appeal, especially to those with Scottish blood in their veins. Scotia Transport run regular coach tours throughout Scotland, including those to the Northern Highlands.

While the Republic of Ireland is not part of Britain I might include a mention of it here. Dublin is the natural starting point of a tour that should bring you to Kerry, which is as delightful and as hospitable a spot as you could possibly wish for.

On left—

SKYE:

The crofts are scattered round Staffin Bay on the second largest island of the Hebrides. Wild, isolated and still primitive, the island boasts some of the most impressive mountains in Britain. Its small population is widely scattered.

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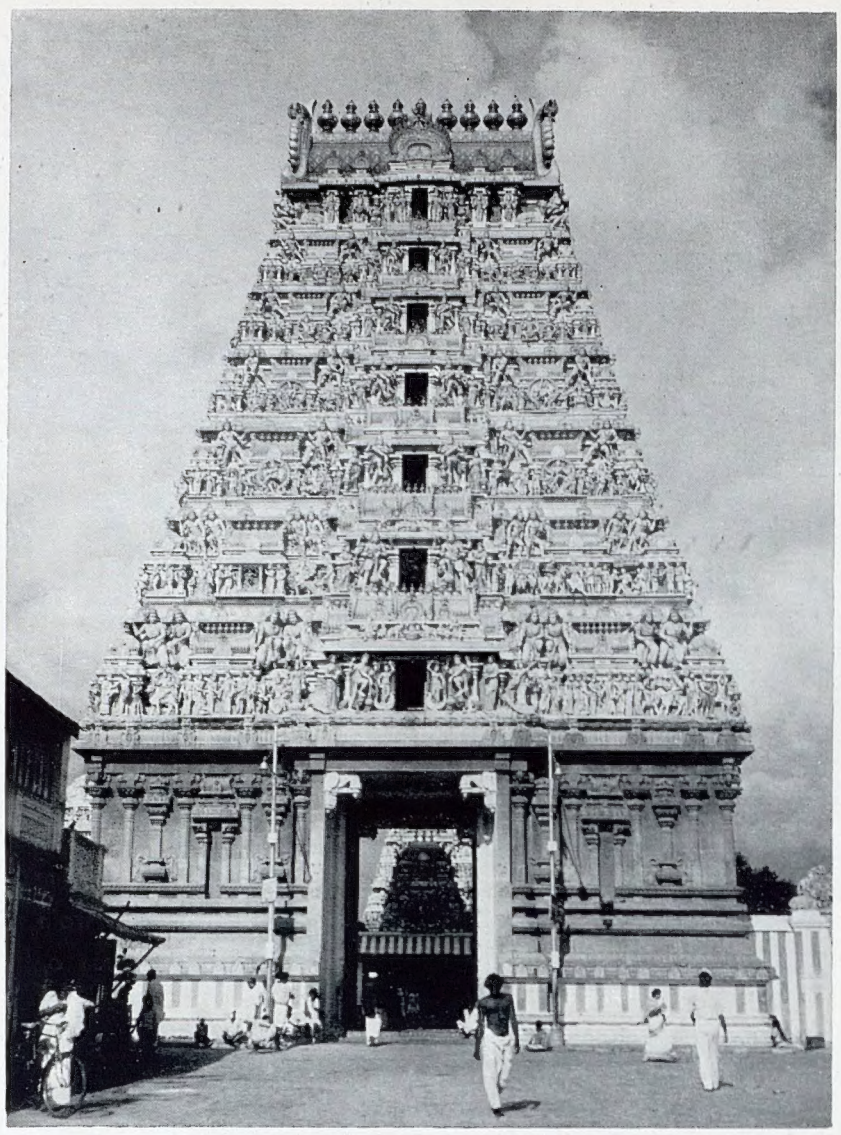

INDIA: *Mylapore Temple is the most striking of the sacred buildings in Madras. Known as the Kapaleeswarar Koil, or the "Abode of Peacocks," the temple has a tower, called a "gopuram," which is typical of Dravidian architecture. The god Kapaleeswarar, worshipped in the temple, is the god Shiva.*

HOLIDAYS MADE EASY—A FINAL GLANCE AT TRAVEL ARRANGEMENTS

GAY and colourful holiday magazines and brochures are crammed with offers of inclusive holidays, not only in Europe but in North Africa, Russia, the United States and Canada. The new foreign currency freedom has opened wide the gates. No longer are horizons limited by the £100 allowance. For example, a thirty-day coach tour of Europe, hitherto only available to overseas visitors, can now be booked by anyone who can afford the 175 gns. charge. There is also a motor tour of Russia lasting twenty-four days which costs 164 gns. During this extensive tour by way of Brussels, Hanover, Berlin and Warsaw, visits are paid to Moscow, Leningrad, Helsinki and Copenhagen.

The real benefit is to be found if you decide to visit the United States or Canada. President Eisenhower has decreed that 1960 is to be "Visit the United States of America Year." Travel agents everywhere are vying with each other in producing new and comprehensive tours. Prices vary. One agent quotes a grand escorted tour visiting Montreal, Ottawa, Toronto, Niagara Falls, Washington, Philadelphia and New York for 197 gns., while another offers a thirty-day holiday, travelling out by the *Queen Mary*, for 295 gns. A similar tour, travelling by air first-class, costs £456 17s.

Nearer to home the choice is still greater. At Lucerne, queen of Swiss summer resorts, fourteen days by air, staying at that excellent first-class hotel, the Carlton Tivoli, costs £80 8s. On the Mediterranean at Cassis, the delightful little fishing village not far from Marseilles, a fortnight's holiday at the Hotel les Roches Blanches is priced at £63 16s. On the Hardanger Fjord, Ulvik, at the very pleasant and modern Brakanes Hotel, a fortnight's holiday with a room with bath (travelling by steamer to Bergen from Newcastle) costs just over £55 per head.

For a complete change the little resort of Fedala, just north of Casablanca, in Morocco, is to be recommended. The Miramar Hotel is excellent, and £74 12s. is a very reasonable price for a fortnight's holiday travelling by air, especially when the green fees of a wonderful eighteen-hole golf course are included. Madeira should not be overlooked. A summer holiday there is never oppressive because the island enjoys a maritime climate; a three-week holiday, staying at Reid's in a double room with bath, comes to £127 15s. per head.

Family holidays have to be cheaper, but travel agents even satisfy this need. At Lloret de Mar, on the Costa Brava, £40 is approximately the inclusive charge for a fortnight's holiday travelling by surface route. In Italy the prices range between £34 3s. at Viareggio for a fortnight's holiday, £44 16s. at Santa Margherita for a similar period, and £58 19s. for two weeks on the island of Ischia.

It would appear that while hotel and rail prices have gone up a little, air fares have come down. The result is that many more people are likely to travel by air in 1960 than ever before, possibly the same number as will travel by surface routes. The new low fares announced by B.E.A. to Gibraltar will mean that Tangier will become twice as popular. Thanks to the proximity of the Atlantic it is never too hot, even in July and August, although for preference May and June are the best months in the year to go. Prices for a fortnight's holiday, using regular air services, would cost anything between £75 and £100, according to the hotel.

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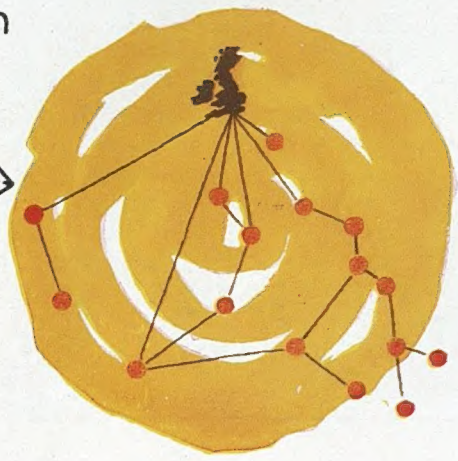
Escape Plan



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